s.16(2)
s.19(1)

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Harley Marine

Tug Jake Shearer
Tug - Gulf Cajun
Seattle

HARLY MARINE - EMERG CONTACT

Director	Terry Whitelock
TC Enforcement	John Young
TC	Yvette Myers

DFO	Michelle Imbeau
DFO	Mike Ballerd
	Neil Jenson (Area Chief)
	Stephen Watkianson
	Israr Waheed
	John Kerral
	Tyler Yager

ANGIE POTTS
MIN OF ENVIRONMENT

	Piper Haris
	Phil Murdock
	Port Hardy LBS OIC

(HEILTSUK)

C/O G. Reid	
C/O Bartlett	
OIC Port Hardy	Denis Taylor

KELLY BROWN

DND PAO

Proceeding to ICP

Jeff Brady
604-816
7432

Conference 1-877-353-9181 ID

TC CONFERENCE LINE - 1-855-470-7641
7-604-666 5470 #

s.16(2)
s.19(1)

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Harley Marine
MV Jake Shearer
Tug - Gulf Cajun

Director
TC Enforcement John Young
TC Yvette Myers

DFO Michelle Imbeau
DFO Mike Ballerd
Neil Jenson (Area Chief)
Stephen Watkianson
Israr Waheed
John Kerral

Piper Haris
Phil Murdock
Port Hardy LBS OIC

Proceeding to ICP

Conference 1-877-353-9181 ID

AN
PHILLIP
RCMP NORTH
HARLEY MARINE
WRCMC + NORTH
TERRY WHITELOCK T/C

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111'x34' draft 13'

192 Gross T



Pictured as: the Gulf Cajun (Brusco Tug and Barge Company) Photo by: Kyle Stubbs
Image 1 of 4

CLOSE ✕

POSSIBLE ASES 5



Document available at: https://www.greatlakespetroleum.com/pdfs/MSDS/Regular_Unleaded_Gasoline_SDS.pdf

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RESPONSIBLE CARE®
OUR COMMITMENT TO SUSTAINABILITY

SAFETY DATA SHEET

SDS ID NO.: 0127MAR019
Revision Date: 05/14/2015

1. IDENTIFICATION

Product Name: Marathon Petroleum Regular Unleaded Gasoline

Synonym: Conventional Regular Unleaded Gasoline
Chemical Family: Complex Hydrocarbon Substance

Recommended Use: Fuel.
Use Restrictions: All others.

Supplier Name and Address:

MARATHON PETROLEUM COMPANY LP
539 South Main Street
Findlay, OH 45840

SDS information: 1-419-421-3070

Emergency Telephone: 1-877-627-5463

2. HAZARD IDENTIFICATION

Classification

OSHA Regulatory Status
This chemical is considered hazardous according to the 2012 OSHA Hazard Communication Standard (29 CFR 1910.1200)

Flammable liquids	Category 1
Skin corrosion/irritation	Category 2
Germ cell mutagenicity	Category 1B
Carcinogenicity	Category 1B
Reproductive toxicity	Category 2
Specific target organ toxicity (single exposure)	Category 3
Aspiration toxicity	Category 1
Acute aquatic toxicity	Category 2
Chronic aquatic toxicity	Category 2

Hazards Not Otherwise Classified (HNOC)
Static accumulating flammable liquid

Label elements

EMERGENCY OVERVIEW

Danger

EXTREMELY FLAMMABLE LIQUID AND VAPOR
May accumulate electrostatic charge and ignite or explode

Pages 6 to / à 21

are public-denied pursuant to section

est public-refusé en vertu de l'article

68(a)

of the Access to Information Act

de la Loi sur l'accès à l'information

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Fisheries and Oceans Canada | Pêches et Océans Canada

PERMIT ISSUED UNDER SECTION 73 OF THE *SPECIES AT RISK ACT*

17-PPAC-XXXXX

Subject to the conditions described in this permit, the holder of this permit ("Permit Holder"), or any qualified person acting under the authority of the Permit Holder, is authorized under the authority of subsection 73(1) of the *Species at Risk Act*, S.C. 2002. c.29 (SARA) to engage in activities (as described in this permit) that harm, harass, capture, take, possess, and collect individuals and possess parts of such an individual of the following threatened or endangered aquatic species listed on Schedule 1 of SARA:

Northern Abalone, (*Haliotis kamtschatkana*), Endangered

Permit issued to:

Name:
Attention to:
ADDRESS
PHONE
EMAIL

Location of Proposed Activity

This permit is only valid at the following location(s):
Nearest community: Bella Bella
Municipality, district, township, county: Central Coast Regional District.
Province: British Columbia
Name of watercourse(s), waterbodies : Pacific Ocean, Queen Charlotte Sound
Specific location: PFMAs 7, 107, 108?, Goose Island and area; the vicinity of the location in Queen Charlotte Sound where the "Jake Shearer" ship grounded and the spill of diesel and oil occurred.

Valid Permit Period

This permit is valid from 2017-Nov-27 until 2018-Jan-31.

If the Permit Holder cannot complete the activity during this period, Fisheries and Oceans Canada (DFO) must be notified in advance of the expiration of the time period. DFO may, where appropriate, provide written notice that the valid permit period to complete the permitted activity has been extended.

The period during which other conditions of this permit must be complied with are provided in their respective sections below. DFO may, where appropriate, provide written notice that these periods have been extended.

Canada

.../2

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Description of the Activity

The activities authorized by this permit consist of:

Collection and salvage by SCUBA divers of Northern Abalone for activities that are part of the response to the diesel/oil spill from the ship "Jake Shearer" and spill clean-up. The Northern Abalone individuals will be moved to an appropriate site as quickly as possible after their salvage.

Terms and Conditions of Permit

The activity must be carried on in accordance with the following conditions:

1. **General Conditions**
   - 1.1. A copy of this permit shall be kept on site at all times in the possession of the Permit Holder or a person acting under the Permit Holder's authority, and shall be made available to an enforcement officer upon request.
   - 1.2. All persons undertaking the activity under the authority of the Permit Holder shall do so under the direction and oversight of the Permit Holder and shall be made familiar with the conditions of this permit.
   - 1.3. Activities shall comply with the conditions identified within this permit. Activities that affect individuals of species at risk, their residences, or their critical habitat, other than those specifically identified within this permit are not authorized under this permit.
   - 1.4. Adverse effects on the habitat of the species at risk identified in this permit or other fish, and activities that adversely affect fish habitat, are not authorized under this permit.

2. **Conditions to avoid or minimize the impact of the activity on individuals of the species:**
   - 2.1. To the extent possible, salvage activities should be conducted in accordance with applicable guidance provided in the *2012 Action Plan for the Northern Abalone* (Haliotis kamtschafkana) *in Canada, Appendix IV: Impact Assessment Protocol for Works and Developments Potentially Affecting Abalone and Their Habitat* (Lessard and Campbell, 2012).
   - 2.2. Salvage of Northern Abalone is permitted during daylight hours, under the following conditions: To the extent possible, successive dive surveys within the identified salvage area should be completed on subsequent salvage days until Northern Abalone are no longer observed.
     Killing of Northern Abalone individuals is not authorized under this permit. If incidental mortalities occur, the Species at Risk Program must be contacted at sara@pac.dfo-mpo.gc.ca to report the occurrence and to determine the potential for any further works that may affect Northern Abalone.
   - 2.3. To the extent possible, activities shall be conducted in a manner whereby any individuals of the species shall be handled only in the circumstances authorized under this permit and with the least amount of harm.

3. **Conditions that relate to monitoring and reporting:**
   - 3.1. The Permit Holder shall monitor the effects of the activity and the avoidance and mitigation measures and standards referred to in this permit to determine whether they were conducted according to the conditions of this permit, and were successful at avoiding and mitigating the impacts of the permitted activities on the species.
   - 3.2. By December 31, 2018 the Permit Holder shall provide a report to Fisheries and Oceans Canada detailing any activity which results in killing, harming, harassing, capturing, taking or possessing any individuals or parts of individuals of the affected species. The report shall contain:
     - 3.2.1. Confirmation that measures and standards to avoid and mitigate the impacts of the permitted activities on the species were implemented according to the conditions of the permit;
     - 3.2.2. An assessment of whether the measures and standards required in this permit were successful at avoiding and mitigating the impacts of the permitted activities on the species;

.../3

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3.2.3. Details of any unanticipated impacts and contingency measures that were followed to prevent adverse impacts not authorized by this permit;
3.2.4. The final total of individual fish affected and the nature of the effect (capture, death, sub-lethal harm, etc.).The completed report shall be sent to the following email address: sara@pac.dfo-mpo.gc.ca

Authorization Limitations and Application Conditions

This permit cannot be transferred or assigned to another party. If the activity authorized under this permit is sold or transferred to another party, or if other circumstances arise that result in another party taking over the activity, the Permit Holder shall advise DFO in advance if the ownership or responsibility for the activity is expected to change.

The failure to comply with any condition of this permit is an offence under section 97 of SARA and might result in charges being laid under SARA.

This permit may be revoked or amended to ensure the survival or recovery of Northern Abalone. Without limiting the generality of the foregoing, DFO may:

- suspend any permitted activities to avoid or mitigate additional adverse direct or indirect effects to Northern Abalone;
- amend or revoke this permit; and
- direct the Permit Holder to carry out at the Permit Holder's expense any modifications or actions deemed necessary by DFO to avoid or mitigate existing impacts or to avoid further adverse direct and indirect impacts to Northern Abalone.

This permit is valid only with activities and species listed herein and for no other purposes. It does not authorize the Permit Holder to kill, take, collect, buy, sell, trade, damage the residence of, destroy the residence of, destroy part of the critical habitat of an individual of a wildlife species that is listed as extirpated, endangered or threatened, or any part or derivative of such an individual. This permit does not purport to release the Permit Holder from any obligation to obtain permission from or to comply with the requirements of any other regulatory agencies.

Date of Issue: _____

Signature of authorizing officer: _____

Karen Leslie
Regional Manager, Species at Risk Program
Pacific Region
Fisheries and Oceans Canada
200 – 401 Burrard Street
Vancouver, British Columbia V6C 3S4

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Coulombe, Amber

From: Ivany, Gary
Sent: Sunday, November 26, 2017 10:40 PM
To: Parisien, Renée; Lockhart, Tara
Cc: Olson, Kathleen
Subject: RE: 17-114, Incident Initial Notification, SAR, JAKE SHEARER

Yes, below email was Mario's update to Mino and he has been talking to CO.....

Every we have is being mobilized.... WCMRC and Province engaged

-----Original Message-----
From: Parisien, Renée
Sent: Sunday, November 26, 2017 10:39 PM
To: Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca>
Cc: Olson, Kathleen <Kathleen.Olson@dfo-mpo.gc.ca>
Subject: Re: 17-114, Incident Initial Notification, SAR, JAKE SHEARER

Are Mario and the CO aware/engaged?

Envoyé de mon smartphone BlackBerry 10 sur le réseau Rogers.
Message d'origine
De: Ivany, Gary
Envoyé: dimanche 26 novembre 2017 22:37
À: Lockhart, Tara; Parisien, Renée
Cc: Olson, Kathleen
Objet: RE: 17-114, Incident Initial Notification, SAR, JAKE SHEARER

Just talked to Brian Wooton, still an active SAR with 2 persons now on Barge.... DND PAO getting lots of call apparently.... they expect DND to be briefing out soon....

Gary

-----Original Message-----
From: Lockhart, Tara
Sent: Sunday, November 26, 2017 10:36 PM
To: Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>
Cc: Olson, Kathleen <Kathleen.Olson@dfo-mpo.gc.ca>
Subject: RE: 17-114, Incident Initial Notification, SAR, JAKE SHEARER

We should put out tweets - working with the region - lots of chatter / questions on twitter.

Tara Lockhart

Manager
Issues Management and Outreach
Canadian Coast Guard / Government of Canada tara.lockhart@dfo-mpo.gc.ca / Tel. : 613-998-8429

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Gestionnaire
Gestion des enjeux et promotions
Garde côtière canadienne / Gouvernement du Canada tara.lockhart@dfo-mpo.gc.ca / Tel. : 613-998-8429

-----Original Message-----
From: Ivany, Gary
Sent: November-26-17 10:35 PM
To: Parisien, Renée
Cc: Lockhart, Tara; Olson, Kathleen
Subject: FW: 17-114, Incident Initial Notification, SAR, JAKE SHEARER

FYI....

Call me if you want more details.... I am still at NCC

Not calling in the NIMT at this point.

Gary



-----Original Message-----
From: Pelletier, Mario
Sent: Sunday, November 26, 2017 10:28 PM
To: Amlani, Ashraf <Ashraf.Amlani@dfo-mpo.gc.ca>; Terry - Personal Beech <Terry.Beech.P9@parl.gc.ca>; Blewett, Catherine <Catherine.Blewett@dfo-mpo.gc.ca>; LeBlanc, Dominic <Dominic.LeBlanc67@dfo-mpo.gc.ca>; Gareau, Laura <Laura.Gareau@dfo-mpo.gc.ca>; Gillis, Sheldon <Sheldon.Gillis@dfo-mpo.gc.ca>; Hughes, Vincent <Vincent.Hughes@dfo-mpo.gc.ca>; Lavigne, Kevin <Kevin.Lavigne@dfo-mpo.gc.ca>; MacNeil, Vince <Vince.MacNeil@dfo-mpo.gc.ca>; McIntyre, Alexis <Alexis.McIntyre@dfo-mpo.gc.ca>; Mullan-Boudreau, Caitlin <Caitlin.Mullan-Boudreau@dfo-mpo.gc.ca>; O'Halloran, Mark <Mark.O'Halloran@dfo-mpo.gc.ca>; Hopkins, Lillian <Lillian.Hopkins@dfo-mpo.gc.ca>; Hutchinson, Jeffery <Jeffery.Hutchinson@dfo-mpo.gc.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca>; Lebel, Mathieu <Mathieu.Lebel@dfo-mpo.gc.ca>; Hill, Johanna <Johanna.Hill@dfo-mpo.gc.ca>; Trudeau, Miriam <Miriam.Trudeau@dfo-mpo.gc.ca>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>
Subject: RE: 17-114, Incident Initial Notification, SAR, JAKE SHEARER

Update:
- At 1835 pst the tug crew was able to deploy an anchor from the barge.
- At this time the anchor is reported to be holding.
- Current distance off shore Gosling Group is .5 Nautical miles

---

From: Pelletier, Mario
Sent: Sunday, November 26, 2017 10:04 PM
To: Amlani, Ashraf; Terry - Personal Beech; Blewett, Catherine; LeBlanc, Dominic; Gareau, Laura; Gillis, Sheldon; Hughes, Vincent; Lavigne, Kevin; MacNeil, Vince; McIntyre, Alexis; Mullan-Boudreau, Caitlin; O'Halloran, Mark; Hopkins, Lillian; Hutchinson, Jeffery; Lockhart, Tara; Lebel, Mathieu; Hill, Johanna; Trudeau, Miriam; Ivany, Gary
Subject: FW: 17-114, Incident Initial Notification, SAR, JAKE SHEARER

Situation::
- At 15:41 local time,, THE TUG JAKE SHEARER BROKE AWAY FROM A LOADED FUEL BARGE AFTER BEING STRUCK BY A 20FT ROGUE WAVE NEAR CAPE CALVERT.

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- BARGE CONTAINS 3.2 MILLION LITERS OF DIESEL AND IS DRIFTING TOWARDS SHORE
- THE CCGS GORDON REID IS PROCEEDING ETA 1930PST, THE TUG NORMA H HAS BEEN TASKED AND ESTIMATES ON SCENE 2300PST, THE TUG OCEAN CLIPPER AND NORTH ARM PROWLER ARE ALSO ASSISTING BY TAKING THE EMPTY BARGE FROM THE NORMA H.
- WEATHER CONDITIONS ARE PREVENTING THE JAKE SHEARER FROM ATTEMPTING TO ATTACH A LINE TO THE BROKEN FREE BARGE

From: ROC1 / COR1 (DFO/MPO)
Sent: Sunday, November 26, 2017 8:40 PM
To: Haubert, Marie-Christine; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; Williams, Susan; XNAT, CCG Incident GCC
Subject: 17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

NATIONAL INCIDENT NOTIFICATION – INITIAL/UPDATE/CANCELLATION

CANADIAN COAST GUARD – WESTERN REGION – MCTS PRINCE RUPERT

1.

Date-Time & Description of Threat/Event:

At 15:41 local time, 26/11/2017, ATB JAKE SHEARER BROKE AWAY FROM A LOADED FUEL BARGE AFTER BEING STRUCK BY A 20FT ROGUE WAVE

2.

Anticipated Media Attention:

High

3.

Program Reporting:

MCTS Western.

4.

Current CCG Actions:

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THE CCGS GORDON REID IS PROCEEDING ETA 1930PST, THE TUG NORMA H HAS BEEN TASKED AND ESTIMATES ON SCENE 2300PST, THE TUG OCEAN CLIPPER AND NORTH ARM PROWLER ARE ALSO ASSISTING BY TAKING THE EMPTY BARGE FROM THE NORMA H.

A MARB FOR ASSIST TUG HAS BEEN INTITIATED.

5.

Current Actions (other):

6.

Initial Analysis/Impact Assessment on CCG:

WEATHER CONDITIONS ARE PREVENTING THE JAKE SHEARER FROM ATTEMPTING TO ATTACH A LINE TO THE BROKEN FREE BARGE.

7.

Notification Provided to:

JRCC

8.

Next Steps:

WILL UPDATE WHEN THE CCGS GORDON REID IS ON POSITION AS THEY ARE ANTICIPATED TO BE THE FIRST RESPONDER.

DISCLAIMER ** This information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified/validated by CCG. Therefore, caution should be applied when using this information.

MCTS Prince Rupert

Canadian Coast Guard – Western

Garde côtière canadienne - Ouest

No information has been removed or severed from this page
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(250-627-3070 – Telephone / Téléphone

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Coulombe, Amber

From: Hubley , Marian
Sent: Sunday, November 26, 2017 11:16 PM
To: Parisien, Renée
Subject: Re: Heads up - unfolding situation - Heiltsuk NR.

I think tomorrow is ok. Will be hard to reach anyone for approval at this point,

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Parisien, Renée
Sent: Sunday, November 26, 2017 10:54 PM
To: Hubley , Marian
Subject: Re: Heads up - unfolding situation - Heiltsuk NR.

Do you want me to engage with MinO on this tonight when region sends lines and tweets? Carole and Ingrid are offline.

Envoyé de mon smartphone BlackBerry 10 sur le réseau Rogers.

De: Hubley , Marian
Envoyé: dimanche 26 novembre 2017 22:49
À: Girouard, Louise; Bate, Dan; Lockhart, Tara; Parisien, Renée; Nielsen, Ingrid; Smith, Fiona; Wells, William; Nielsen, Ingrid
Cc: Imbeau, Michelle; Olson, Kathleen; NCR Media RCN (DFO/MPO); Lemieux, Jessica
Objet: Re: Heads up - unfolding situation - Heiltsuk NR.

Thanks.

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Girouard, Louise
Sent: Sunday, November 26, 2017 10:40 PM
To: Hubley , Marian; Bate, Dan; Lockhart, Tara; Parisien, Renée; Nielsen, Ingrid; Smith, Fiona; Wells, William; Nielsen, Ingrid
Cc: Imbeau, Michelle; Olson, Kathleen; NCR Media RCN (DFO/MPO); Lemieux, Jessica
Subject: Re: Heads up - unfolding situation - Heiltsuk NR.

FYI. copy of the NR

For Immediate Release
November 26, 2017
Bella Bella, Heiltsuk Territory

Jake Shearer, American-owned articulated tug and barge (ATB), is in distress in Heiltsuk waters

Heiltsuk Tribal Council has become aware that Jake Shearer, an American-owned articulated tug and barge (ATB), is in distress in Heiltsuk waters about 2 nautical miles south of Goose Island. The vessel is believed to be carrying a full load of oil products; if so, it may have up to 10,000 tons of fuel on board.

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Preliminary reports suggest that the vessel has lost power and dropped the barge's anchor. We understand that the Canadian Coast Guard vessel Gordon Reid has been tasked with an initial response and expects to reach the stricken vessel around 19:30 with the intention of attaching a tow line. HTC and our stewardship office are in close contact with Prince Rupert Coast Guard to monitor the situation.

This ATB is similar to the Nathan E. Stewart, the tug and barge which ran around in Seaforth Channel last fall, devastating marine resources when it spilled over 100,000 L of diesel. That response was complicated by turbulent coastal weather conditions similar to those we are experiencing tonight.

Heiltsuk vessels, including our Guardian Watchmen, will be on scene as soon it is safe to attend to the situation in local vessels.

This incident highlights the desperate need for Indigenous-led response capacity on the central coast. Heiltsuk will continue to push forward our proposal for an Indigenous Marine Response Centre, and in the meantime, we will provide an update on this developing emergency situation as more information becomes available.

Marilyn Slett
Heiltsuk Tribal

From: Hubley , Marian
Sent: Sunday, November 26, 2017 7:32 PM
To: Bate, Dan; Lockhart, Tara; Parisien, Renée; Nielsen, Ingrid; Girouard, Louise; Smith, Fiona; Wells, William; Nielsen, Ingrid
Cc: Imbeau, Michelle; Olson, Kathleen; NCR Media RCN (DFO/MPO); Lemieux, Jessica
Subject: Re: Heads up - unfolding situation

Thanks all.
Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Bate, Dan
Sent: Sunday, November 26, 2017 10:30 PM
To: Lockhart, Tara; Parisien, Renée; Hubley , Marian; Nielsen, Ingrid; Girouard, Louise; Smith, Fiona; Wells, William
Cc: Imbeau, Michelle; Olson, Kathleen; NCR Media RCN (DFO/MPO); Lemieux, Jessica
Subject: Re: Heads up - unfolding situation

We should have some preliminary lines when CCG updates In 30 mins.

D

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Lockhart, Tara
Sent: Sunday, November 26, 2017 7:29 PM
To: Bate, Dan; Parisien, Renée; Hubley , Marian; Nielsen, Ingrid; Girouard, Louise; Smith, Fiona; Wells, William
Cc: Imbeau, Michelle; Olson, Kathleen; NCR Media RCN (DFO/MPO); Lemieux, Jessica
Subject: Re: Heads up - unfolding situation

Hi, Do you have suggested lines / tweets prepared?

Tara Lockhart
CCG/GCC

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613-301-3619

On Sun, Nov 26, 2017 at 10:28 PM -0500, "Bate, Dan" <Dan.Bate@dfo-mpo.gc.ca> wrote:

Thanks Renee - FYI Tara the Heiltsuk twitter account is very active.

Dan

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Parisien, Renée
Sent: Sunday, November 26, 2017 7:26 PM
To: Bate, Dan; Hubley , Marian; Nielsen, Ingrid; Girouard, Louise; Smith, Fiona; Wells, William
Cc: Imbeau, Michelle; Olson, Kathleen; NCR Media RCN (DFO/MPO); Lockhart, Tara
Subject: Re: Heads up - unfolding situation

Thanks Dan. I did read the reports and NIMT has not yet been stood up yet for this incident. We are working on an incident on the East Coast. Because of this, I am going to ask the Will be point person on this one.

Also, please include Tara Lockhart on emails regarding this incident.

Renée

Envoyé de mon smartphone BlackBerry 10 sur le réseau Rogers.

De: Bate, Dan
Envoyé: dimanche 26 novembre 2017 22:22
À: Hubley , Marian; Nielsen, Ingrid; Girouard, Louise; Parisien, Renée; Smith, Fiona; Wells, William
Cc: Imbeau, Michelle; Olson, Kathleen; NCR Media RCN (DFO/MPO)
Objet: Heads up - unfolding situation

Hi folks - potentially serious case unfolding on the West Coast.
Full fuel barge has disattached from a Tug unit (al la Nathan E) the area is in Heiltsuk Territory so we expect a fairly negative reaction as we did before (NES barge was empty).

Coordination call at 800p tonight. We'll pull together media lines then and send up.

Kathleen if you would like to tweet tonight please let us know.

Dan

Sent from my BlackBerry 10 smartphone on the Bell network.

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Coulombe, Amber

From: Pelletier, Mario
Sent: Sunday, November 26, 2017 11:27 PM
To: Parisien, Renée; Lockhart, Tara; Lebel, Mathieu; Ivany, Gary
Cc: Lemieux, Jessica; Wells, William
Subject: RE: FYI - Jake shearer

Sorry hit sent by mistake.
Region to sent up so that it vcan be approved first thing in the morning if not before.

From: Pelletier, Mario
Sent: Sunday, November 26, 2017 11:24 PM
To: Parisien, Renée; Lockhart, Tara; Lebel, Mathieu; Ivany, Gary
Cc: Lemieux, Jessica; Wells, William
Subject: RE: FYI - Jake shearer

All local partners are aware.
it will be in the news before tomorrow if not already.
MINO have also been made aware
Hope they expect it coming
We should ask region to produce and send up

From: Parisien, Renée
Sent: Sunday, November 26, 2017 11:18 PM
To: Pelletier, Mario; Lockhart, Tara; Lebel, Mathieu; Ivany, Gary
Cc: Lemieux, Jessica; Wells, William
Subject: Re: FYI - Jake shearer

Intense indeed. Marian and I are concerned that we will not reach anyone tonight, especially MinO and PCO for approvals. She recommends waiting until tomorrow. This will be a sensitive one,

Renée

Envoyé de mon smartphone BlackBerry 10 sur le réseau Rogers.
Message d'origine
De: Pelletier, Mario
Envoyé: dimanche 26 novembre 2017 23:14
À: Lockhart, Tara; Lebel, Mathieu; Parisien, Renée; Ivany, Gary
Cc: Lemieux, Jessica
Objet: RE: FYI - Jake shearer

Ops is very intense now.
Adding Renée so she might get something from the coms side.
Gary also currently on a call with region.

From: Lockhart, Tara

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Sent: Sunday, November 26, 2017 11:04 PM
To: Pelletier, Mario; Lebel, Mathieu
Cc: Lemieux, Jessica
Subject: Re: FYI - Jake shearer

Sounds good. Would be helpful if you want to ask the region to provide (as per our protocol).

Tara Lockhart
CCG/GCC

On Sun, Nov 26, 2017 at 11:03 PM -0500, "Pelletier, Mario" <Mario.Pelletier@dfo-mpo.gc.ca<mailto:Mario.Pelletier@dfo-mpo.gc.ca>> wrote:

Ok - agree we should still prep tweets from an ER perspective - tasked, vessels, mobilizing equipment and resources, notified and working with partners, etc.
Merci

From: Lockhart, Tara
Sent: Sunday, November 26, 2017 10:49 PM
To: Pelletier, Mario; Lebel, Mathieu
Cc: Lemieux, Jessica
Subject: FYI - Jake shearer

Hi, fyi, we are talking to the region about tweets, but I hear that this is still an active SAR so we expect that the JRCC account will communicate soon. I will prep some content just in case but will hold it for now.

Tara Lockhart

Manager
Issues Management and Outreach
Canadian Coast Guard / Government of Canada tara.lockhart@dfo-mpo.gc.ca / Tel. : 613-998-8429

Gestionnaire
Gestion des enjeux et promotions
Garde côtière canadienne / Gouvernement du Canada tara.lockhart@dfo-mpo.gc.ca / Tel. : 613-998-8429

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Girouard, Louise

From: Bate, Dan
Sent: 2017–November-26 11:30 PM
To: Imbeau, Michelle; Girouard, Louise
Subject: Re: New tweet?

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Prob brians and the commish

Can you send to BW?

D

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Imbeau, Michelle
Sent: Sunday, November 26, 2017 11:26 PM
To: Bate, Dan; Girouard, Louise
Subject: RE: New tweet?

Small edits. So this would go out tonight then?

Does it need Brian W.'s approval, or just Commissioner's?

From: Bate, Dan
Sent: Sunday, November 26, 2017 11:23 PM
To: Girouard, Louise; Imbeau, Michelle
Subject: RE: New tweet?

how about:

CCG and partners mobilizing additional assets to site of the #jakeshearer incident off the #BC Central Coast. Rescue tug enroute. CCG teams working throughout the night to ensure barge remains in place and the safety of those onboard.

D

From: Girouard, Louise
Sent: Sunday, November 26, 2017 11:22 PM
To: Imbeau, Michelle; Bate, Dan
Subject: Re: New tweet?

I would agree on getting it ready and send to NHQ since next call in the am won't be until 11 Ottawa time and they wil be asking for something to put out.

Also working with owner perhaps?

L

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From: Imbeau, Michelle
Sent: Sunday, November 26, 2017 11:20 PM
To: Girouard, Louise; Bate, Dan
Subject: New tweet?

Perhaps a tweet about mobilizing environmental response assets (CCG and other partners) to be ready just in case?

Other than that, I don't know what other update would be required.

Or do you think we are OK for tonight and don't need another one?

M.

s.16(2)

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Girouard, Louise

From: Bate, Dan
Sent: 2017–November-26 9:30 PM
To: Lockhart, Tara; Imbeau, Michelle; Parisien, Renée; Girouard, Louise
Cc: Wells, William; Lemieux, Jessica
Subject: Re: Regionally approved messages - Jake Shearer tug incident

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Thanks Tara - appreciate that.

Dan

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Lockhart, Tara
Sent: Sunday, November 26, 2017 9:29 PM
To: Bate, Dan; Imbeau, Michelle; Parisien, Renée; Girouard, Louise
Cc: Wells, William; Lemieux, Jessica
Subject: RE: Regionally approved messages - Jake Shearer tug incident

Hi, signing off for the night. Tweets are posted.

If for some reason there is a need to get into the accounts, the password for both French and English twitter is [redacted]

Or call me [redacted]

Tara Lockhart

Manager
Issues Management and Outreach
Canadian Coast Guard / Government of Canada
tara.lockhart@dfo-mpo.gc.ca / Tel. : 613-998-8429

Gestionnaire
Gestion des enjeux et promotions
Garde côtière canadienne / Gouvernement du Canada
tara.lockhart@dfo-mpo.gc.ca / Tel. : 613-998-8429

From: Bate, Dan
Sent: November-27-17 12:27 AM
To: Imbeau, Michelle; Lockhart, Tara; Parisien, Renée; Girouard, Louise
Cc: Wells, William; Lemieux, Jessica
Subject: Re: Regionally approved messages - Jake Shearer tug incident

Great thanks Michelle - sending through media relations and NHQ shortly.

Dan

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Sent from my BlackBerry 10 smartphone on the Bell network.

From: Imbeau, Michelle
Sent: Sunday, November 26, 2017 9:25 PM
To: Lockhart, Tara; Parisien, Renée; Bate, Dan; Girouard, Louise
Cc: Wells, William; Lemieux, Jessica
Subject: Regionally approved messages - Jake Shearer tug incident

Roger Girouard, AC approved messages below.

Issue: At 1600 PST, on Sunday, November 27 2017, the tugboat *Jake Shearer* lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 knot southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with about 3.5 million litre of diesel and approximately 0.5 million litres of gasoline.

The area is within Heiltsuk Territory, an area which was impacted by the sinking of another US tug the Nathan E. Stewart in 2016. CCG has been in discussion with the First Nation. The Chief and councilors have been active on social media channels. Media have been directed to the Joint Rescue Coordination Centre (JRCC), as this is considered an active SAR case.

Proposed messaging:

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds have prevented recovery of the barge at this time.
- Canadian Coast Guard ship *Gordon Reid* is on-site and as standing by.
- Two people from the tug crew are on-board the barge. The barge has dropped anchor which is holding.
- Coast Guard is standing by in the event that a search and rescue is required.
- Other tugs will be enroute to assist.

If pressed:

- The barge is loaded with approximately 3.5 million litres of diesel and approximately 0.5 million litres of gasoline.
- The Tug *Jake Shearer* is a pusher type tug. Due to the nature of the incident it is not able to affect a rescue of the barge.

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Girouard, Louise

From: CCG West MSOC / COSM Ouest GCC (DFO/MPO)
Sent: 2017–November-26 7:34 PM
Subject: 114-ALERT-2017-NINP-SAR-JAKE SHEARER-INITIAL
Attachments: 114-ALERT-2017-NINP-SAR-JAKE SHEARER-INITIAL & UPDATE 1.pdf

Good Evening,

Please find attached the enhanced NINP for ATB Jake Shearer separated from loaded fuel barge. If you have any questions, please don't hesitate to contact MSOC (W) at 250-363-7633.

Regards,

Shelley Clarke

Maritime Security Officer, Marine Security Operations Centre - West
Canadian Coast Guard / Government of Canada
Shelley.Clarke@dfo-mpo.gc.ca/Tel: (250) 363-7633 Fax: (250) 363-2338

Agent de la sûreté maritime, Centre d'opérations de la sûreté maritime – Ouest
Garde côtière canadienne / Gouvernement du Canada
Shelley.Clarke@dfo-mpo.gc.ca/Tel: (250) 363-7633 Fax: (250) 363-2338

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114-ALERT-2017-NINP-SAR-JAKE SHEARER-INITIAL & UPDATE 1

Prepared by CCG
26 November 2017
1828 PDT (UTC - 7)

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EVENT

1. CCG Region/Incident Name:
At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline.

2. Incident Category/Type:

3. Date/Time:

4. Primary Department(s)/Agency(s): CCG

5. Supporting Departments/Agencies:

6. Regional Location:
a. Province/Territory: BC
b. City: Queen Charlotte Sound, Central Coast
***c.* Amplifying location details (as required):** Goose Group

7. Current Situation:
At 1835 pst the tug crew was able to deploy an anchor from the barge. At this time the anchor is reported to be holding. Current distance off shore Gosling Group is .5 nm.

8. Actions Taken:
Current CCG Actions:

JRCC Victoria:
- Gordon Reid tasked. ETA 1930h on scene
-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time.
-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks.
- District 17 (USCG) to look into air launched tow assist kits. Will advise.

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EVENT

Current Actions, Other:
None

9. Media/Public Communications:
Extreme

10. Activities Next 24 Hours:
-Stand up Environmental Response EOC.
-Inquiring with Tug companies for emerg plans, if in place.

11. Environmental Factors:
Winds WSW30-40kts Seas 10-12ft

12. Significant Issues:

13. Personnel Status:
a. CCG:
b. Others:

14. Equipment Status:
a. CCG:
b. Others:

15. New Requirements:

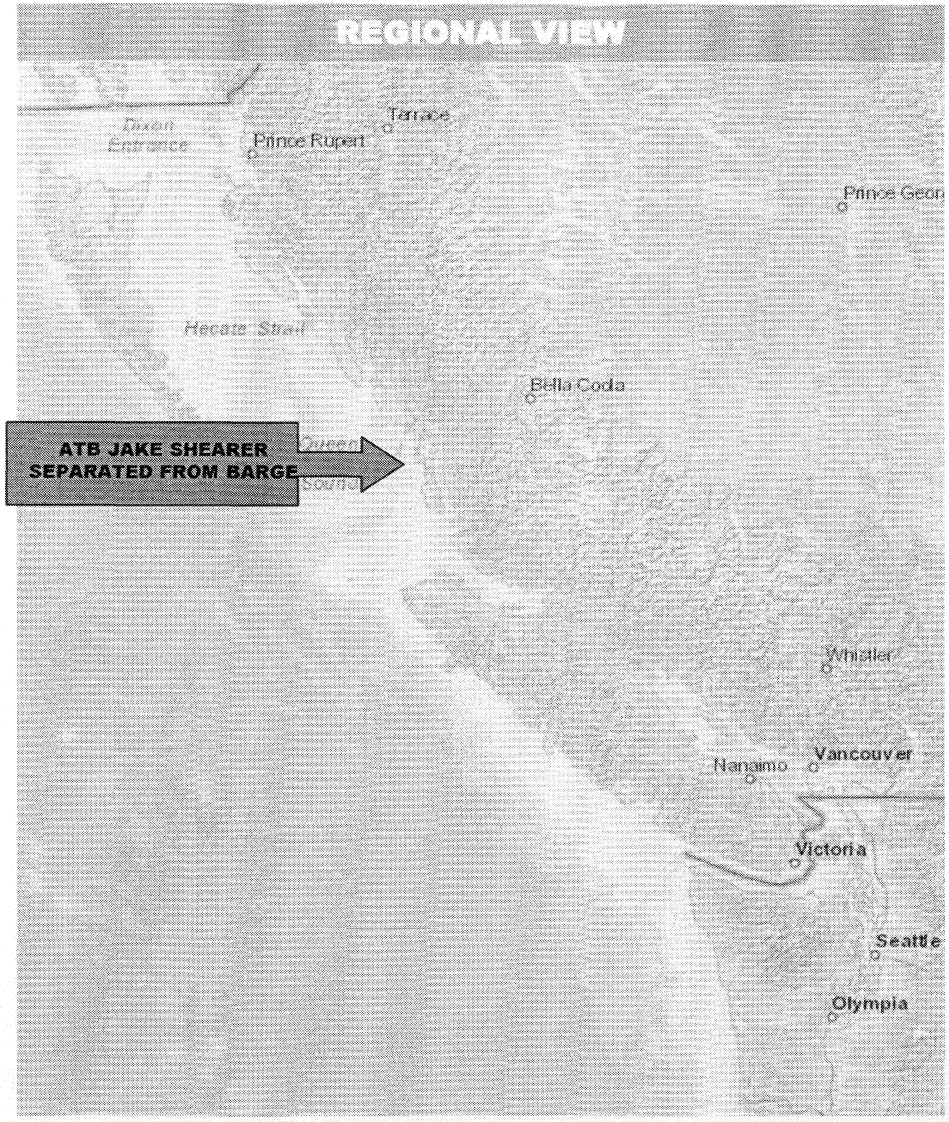
16. Command Assessment:

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified/validated by CCG. Therefore, caution should be used when using this information.

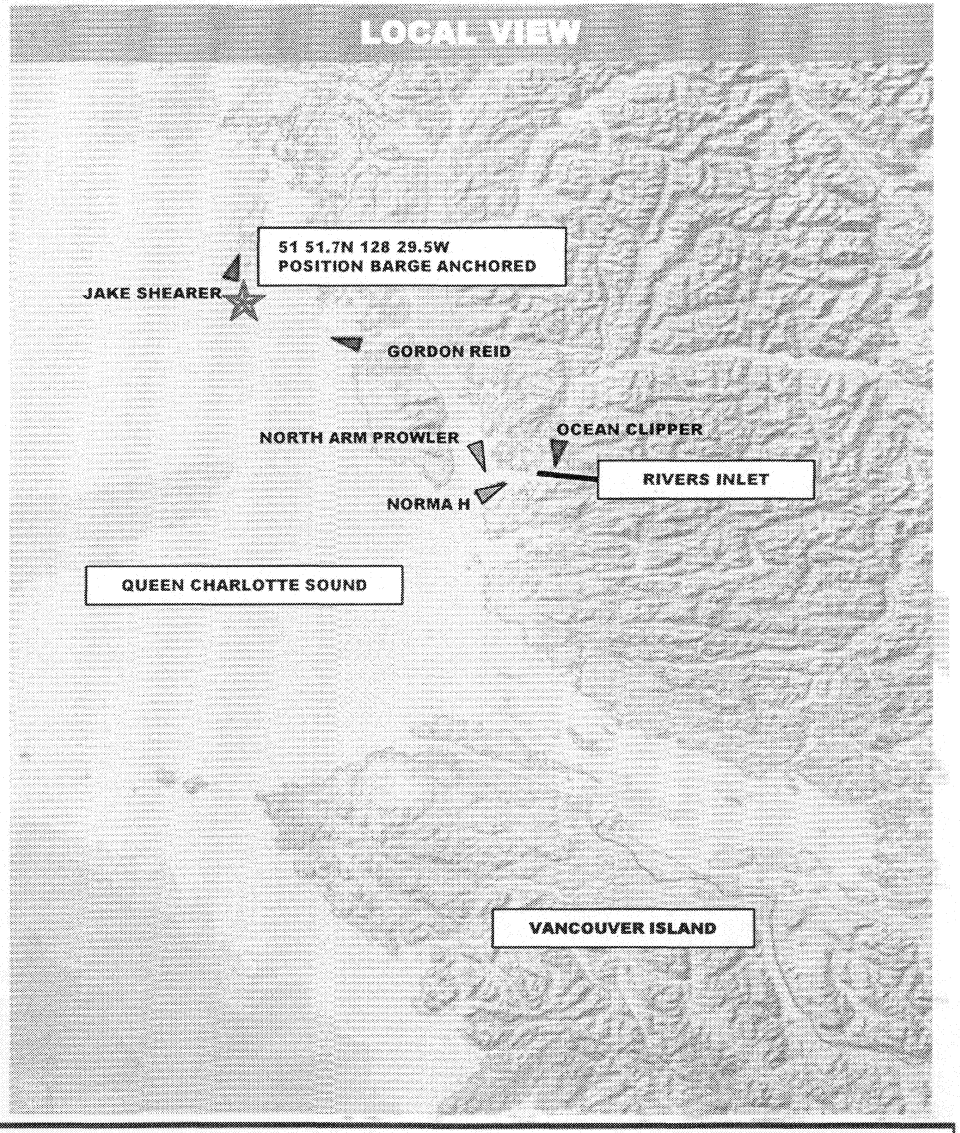
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POSITION

REGIONAL VIEW



LOCAL VIEW



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EVENT

NAME: JAKE SHEARER/WDI8655

IMO: 9792773

MMSI: 367740790

FLAG: UNITED STATES OF AMERICA

OPERATOR: OLYMPIC TUG & BARGE INC.

TYPE: ARTICULATED PUSHER BARGE

GROSS: 497

DEADWEIGHT: 461

LOA: 35.36



BARGE: Loaded with 3.5 million litres of diesel and approximately .5 million litres of gasoline.

MSOC

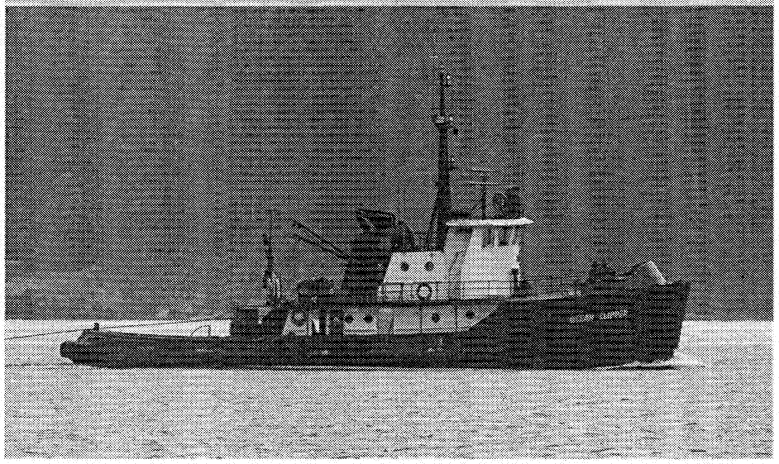
Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

RESPONDING RESOURCES

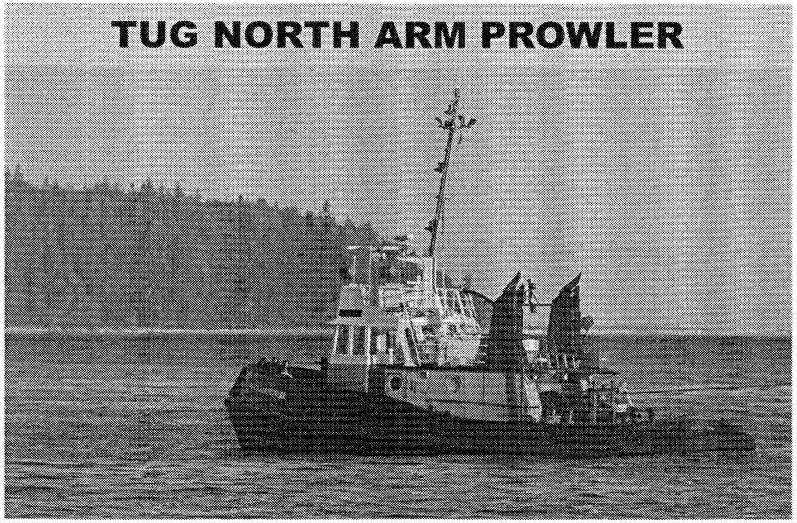
CCGS GORDON REID



TUG OCEAN CLIPPER



TUG NORTH ARM PROWLER

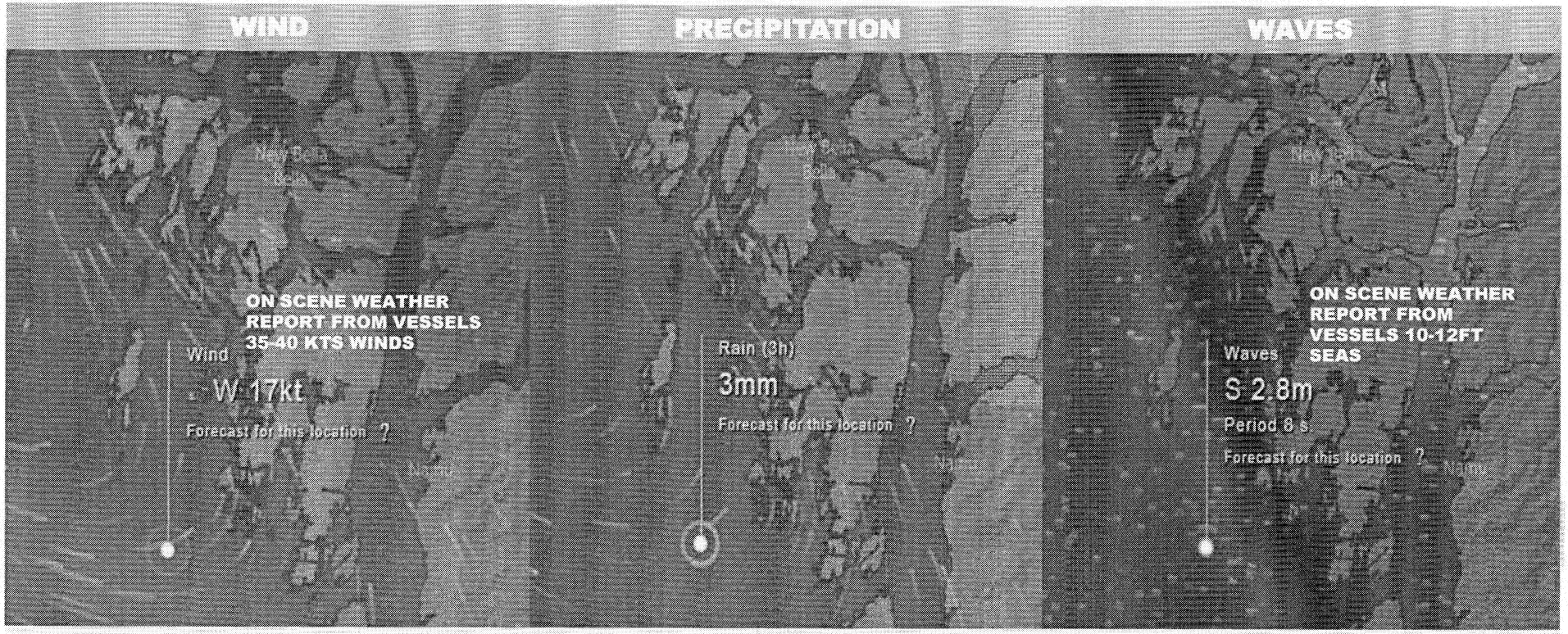


TUG NORMA H



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WEATHER



	Sunday 26				Monday 27								Tuesday 28								Wednesday 29							
Hours	12	15	18	21	0	3	6	9	12	15	18	21	0	3	6	9	12	15	18	21	0	3	6	9	12	15	18	21
Temperature °C	8°	7°	8°	7°	7°	7°	8°	7°	7°	7°	7°	7°	8°	9°	8°	8°	8°	8°	9°	9°	9°	9°	8°	8°	8°	9°	7°	8°
Rain, snow mm	1.1	0.8	2.8	0.3	0.2	0.5	1	1	1.4	1.5	0.8	4	10	1	2.6	1.1	1.7	2.2	1.4	0.5	0.8		1.5	1.6	11	11	3.1	1.4
Wind kt	27	25	16	17	16	18	18	24	29	29	27	34	28	33	27	22	17	13	14	13	14	21	26	30	31	17	17	15
Wind gusts kt	40	40	35	38	26	24	25	32	41	42	46	46	53	46	46	37	28	23	20	20	17	28	36	42	44	48	24	27
Wind dir.	↓	↘	→	→	↙	↙	↓	↓	↘	↘	↘	↘	↓	↓	↙	↙	↙	↙	←	←	↓	↘	↘	↘	↘	↓	↓	↓

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Girouard, Louise

From: Girouard, Roger
Sent: 2017–November-26 7:31 PM
To: Bate, Dan
Cc: Imbeau, Michelle; Girouard, Louise
Subject: Re: Fuel Barge adrift, Goose Island

ICP TBC. Port Hardy easier. Bella Bella may be necessary.
All moot if we get the barge off the coast overnight.
Good news is that WX is set to abate.
Bad news is barge at anchor a half mile off in really bad conditions.
Reid on scene now.
Dynamic as any of them.
BTB, Heiltsuk already aware so social network may already be abuzz.

R

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Bate, Dan
Sent: Sunday, November 26, 2017 7:26 PM
To: Girouard, Roger
Cc: Imbeau, Michelle; Girouard, Louise
Subject: Re: Fuel Barge adrift, Goose Island

Thanks Roger - Michelle and I are standing by for the 800p
Let us know if there are ICP plans and we'll get the ball rolling on figuring out details.

Dan

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Girouard, Roger
Sent: Sunday, November 26, 2017 7:08 PM
To: Hutchinson, Jeffery; Pelletier, Mario; Ivany, Gary; Reid, Rebecca; Robert Dick; Catherine Lappe; Olson, Kathleen
Cc: Girouard, Louise; Bate, Dan; Imbeau, Michelle; Williams, Susan
Subject: Fw: Fuel Barge adrift, Goose Island

A break. Anchor set for now. Gordon Reid should be on scene imminently.
Need to get distance built between barge and coast.
Nighttime and 20+ knots of wind are not in our favour. That crew got on board at all is amazing.
More to come.
R

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Tasker, Paul <Paul.Tasker@dfo-mpo.gc.ca>
Sent: Sunday, November 26, 2017 6:52 PM

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To: ROC1 / COR1 (DFO/MPO)
Cc: Girouard, Roger; McNish, Joanne; Murdock, Philip; Evans, Clay
Subject: Fuel Barge adrift, Goose Island

Sitrep #2 – Update Fuel Barge Adrift – Goose Island

Description of Event:

At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. At 1835 pst the tug crew was able to deploy an anchor from the barge. At this time the anchor is reported to be holding. Current distance off shore Gosling Group is .5 nm.

Program Reporting:

SAR – Western Region – JRCC Victoria

Current CCG Actions:

JRCC Victoria: - Gordon Reid tasked. ETA 1930h on scene

-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time.

-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks.

- District 17 (USCG) to look into air launched tow assist kits. Will advise.

Current Actions, Other:

None

Initial Analysis/Impact Assessment on CCG:

Major Pollution potential

No danger to life or distress potential at this time.

Media Attention Expected:

Extreme

Notification Provided to :

Standard distribution

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Next Steps:

-Stand up Environmental Response EOC.

-Inquiring with Tug companies for emerg plans, if in place.

DISCLAIMER: **This information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified/validated by CCG. Therefore, the writer advises caution when using this information.

Paul Tasker
Acting Regional Supervisor Marine Search and Rescue
Western Region - Canadian Coast Guard - JRCC Victoria

Joint Rescue Coordination Center (JRCC) Victoria
National Defence
Esquimalt, Canada V9A 7N2
JRCCvictoria@sarnet.dnd.ca
Telephone 250-413-8933
Facsimile 250-413-8932
Government of Canada

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Jones, Lisa Ann

From: Jones, Lisa Ann
Sent: November-26-17 9:32 PM
To: Cottrell, Paul
Subject: RE: Ship in trouble in Hecate St.

Hi. Paul,
Here's link to post from CBC

http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713

Not good area in terms of both Species at Risk (Gosling Rocks is an important rafting and foraging spot for sea otters, and a major haul out for Steller Sea Lions) and in terms of important FN area.

From: Cottrell, Paul
Sent: Sunday, November 26, 2017 11:17 PM
To: Jones, Lisa Ann
Subject: Re: Ship in trouble in Hecate St.

No I did not know. Wow, not a good situation. I guess EC is determining the probability of land fall and estimated location from weather forecasts. Keep me posted.
Best,
Paul

Sent from my BlackBerry 10 smartphone on the Rogers network.
From: Jones, Lisa Ann
Sent: Sunday, November 26, 2017 8:10 PM
To: Cottrell, Paul
Subject: Ship in trouble in Hecate St.

Hi Paul – I am sure you are aware but thought I would send along.

"There appears to be an EMERGENCY developing in in Hecate Straits, just off the Goose Group. The American ATB tanker, "Jake Shearer," fully loaded with 10,000 deadweight tons of oil product, appears to be in trouble about 2 nautical miles south of the Goose Islands. Reports say that it has lost all power, and is adrift. It is currently blowing 50 knots in Hecate Strait. The Canadian Coast Guard ship, "Gordon Reid" has been tasked and is steaming towards the stricken vessel via Fitzhugh Channel and Hakai Pass at 15 knots

Update 17:27 CCG 47', "Cape St. James" underway in Lama Pass at 19 knots"

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Chiang, Eric

From: Herborg, Matthias
Sent: 2017–November-26 10:23 PM
To: Chiang, Eric; Brady, Jeff
Subject: RE: Call if needed

s.16(2)
s.19(1)

Categories: Printed

Same here

Matthias Herborg, Ph.D.
Environmental Incident Coordinator
Fisheries and Oceans Canada
Institute of Ocean Sciences
9860 W Saanich Rd, Sidney, BC V8L 5T5
Office: 250-363-6062
Cell: [redacted]
Email Matthias.Herborg@dfo-mpo.gc.ca

Government of Canada Gouvernement du Canada

Canada

From: Chiang, Eric
Sent: 2017–November-26 10:22 PM
To: Brady, Jeff
Cc: Herborg, Matthias
Subject: Call if needed

Hi Jeff Matthias and I are monitoring emails re: jack shearer. Call if need anything.

[redacted] (work cell to me bb)
Or [redacted]

Eric Chiang

Fisheries and Oceans Canada
Sent on mobile device

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s.19(1)

Chiang, Eric

From: Herborg, Matthias
Sent: 2017-November-26 10:03 PM
To: Chiang, Eric
Subject: RE: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - INITIAL

Categories: Printed

[redacted]

Matthias

From: Chiang, Eric
Sent: 2017-November-26 9:58 PM
To: Herborg, Matthias
Subject: RE: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - INITIAL

[redacted] CCG will call us if need anything.

Eric Chiang

Fisheries and Oceans Canada
Sent on mobile device

On Sun, Nov 26, 2017 at 9:50 PM -0800, "Herborg, Matthias" <Matthias.Herborg@dfo-mpo.gc.ca> wrote:

Hi Eric

On my laptop I am getting my regular outlook inboxes that's how I got it. There is a lot going on at #JakeShearer on twitter

I am on AIS and pulled up the Provincial maps for the area and this is all kelp beds, sea otters etc. The weather is really rough as well, [redacted]

Matthias

From: Chiang, Eric
Sent: 2017-November-26 9:47 PM
To: Herborg, Matthias
Subject: Re: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - INITIAL

Hi were you able to check the inbox remotely? How???

I'll be checking emails.

Eric Chiang

Fisheries and Oceans Canada
Sent on mobile device

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From: Herborg, Matthias
Sent: Sunday, November 26, 21:08
Subject: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - INITIAL
To: Lowe, Carmel, Kennedy, Eddy, Holmes, John, Taylor, Nathan, Houston, Kim, Prince, Dave
Cc: Stuyt, Shannon, Chiang, Eric, Daradics, Anya

Hi
Please see below the notification from Coast Guard regarding a fuel barge with 3.4 Million liters adrift of Bella Bella. Three tugs and the Gordon Reid are assisting and no fuel has been spilled so far. I will send an update tomorrow morning.
There is also an article http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713 on the CBC.
As you are probably aware its just over a year after the Nathan E Stewart in the same area, which is still an ongoing issue with the local First nations.
Matthias
From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 6:37 PM
To: Brickett, JJ; Alois Schonenberger - A/Victoria HarbourMaster; Barrett, Paul; Brady, Jeff; Gladson, Brandy; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Cunningham, Barry; Elford, Dale; Desrosiers, Jason; ECCC; EMBC - PECC; Environment Canada; PAC Env Incident / Incident Env Pac (DFO/MPO); Evans, Clay; Farrell, Randy; Fehr, Amanda; Girouard, Roger; Goffic, Jody; Gordon, Elysha; Grant, Janet; Gray, Scott; Hache, Gabe; Harbour Master Nanaimo; Harbour Master Prince Rupert; Harbour Master Vancouver; Harbour Master Victoria (ZP); Harris, Piper; Henthorne, Colin; Hunt, Cliff; Imbeau, Michelle; Lanthier, Marc; Lastik, Darryl; Leonard, Mike; Lick, Gregory; Main Ops Officer / Agent principal des Ops (DFO/MPO); Martens, Michael; McCann, Timothy; McNish, Joanne; MCTS Prince Rupert Supervisor; MCTS Victoria; Meggison, Joe; Morin, Michel; Murdock, Philip; NASP; Moss, Derek; Navigation Protection Program; NCC / CCN (DFO/MPO); Oliver, Gillian; PAC Radio Room / Salle de radio PAC (DFO/MPO); Pelletier, Mario; Pickrell, Susan; Piper Harris; Prieur, Cloe; Prince Rupert; ROC Planning Officer / agent de planification COR (DFO/MPO); ROC1 / COR1 (DFO/MPO); ROEC Pacific / BRCE Pacifique (DFO/MPO); Sharun, Christina; Smith, Laura; Snow, Carl; Statham, Art; Swift, Greg; TC Marine Safety - Ottawa; TC Marine Safety - Vancouver; TC Pollution Control Aircraft (MART; Thomas, John; Transport Safety Board - Pacifgic; Verret, Gilles; Walker, Matthew; Ward, Kelly; Webb, Nathan; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Williams, Susan; Wong, Helen; Wootton, Brian; Yager, Tyler
Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

GENERAL INFORMATION- POLLUTION REPORT

DATE/TIME OF REPORT:

2017-11-26 1509 PDT

DATE/TIME OF SPILL:

POTENTIAL

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REPORTING PARTY/CONTACT INFO:

COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE

SITUATION DETAILS

LOCATION/POSITION :

51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC

TYPE OF POLLUTANT:

POTENTIAL

QUANTITY:

3.4 MILLION LITERS

COLOUR/ODOUR:

ORIGIN:

JAKE SHEARER BARGE

WEATHER CONDITIONS:

S-SW 40 KNOTS

ADDITIONAL INFORMATION:

AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE.

THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST.

THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.

VESSEL INFORMATION (IF APPLICABLE)

VESSEL NAME:

JAKE SHEARER

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CALL SIGN AND MMSI:

MMSI 367677120

OVERALL LENGTH (LOA) :

34 METERS

VESSEL TYPE:

PUSH TUG

OWNER/AGENT/FLAG:

ADDITIONAL INFORMATION:

BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)

CCG-W ER DUTY OFFICER

2017-11-26 JG

TC MARINE SAFETY - VANCOUVER

(ONLY IF A VESSEL IS INVOLVED)

2017-11-26 Click here to enter text.

VANCOUVER HM

(ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)

Click here to enter a date. Click here to enter text.

Area MCTS Centre

Click here to enter a date. Click here to enter text.

DFO PUBLIC AFFAIRS

(NEWS POTENTIAL ONLY)

Click here to enter a date. Click here to enter text.

ROC OFFICER:

SO

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REGIONAL OPERATIONS CENTRE - WESTERN

CANADIAN COAST GUARD/GOVERNMENT OF CANADA

DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca

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/

TEL: 250-413-2842

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Fisheries and Oceans Canada / Pêches et Océans Canada

Canadian Coast Guard / Garde côtière canadienne

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Bartnik, Sarah

From: Nikolai, Lennard on behalf of PAC Radio Room / Salle de radio PAC (DFO/MPO)
Sent: November-26-17 6:47 PM
To: FPP.PAC / PPP.PAC (DFO/MPO)
Cc: Beckett, Steve; Dickinson, Natasha; Jackson, Kyle; Clair, Jim
Subject: FW: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

From: ROC1 / COR1 (DFO/MPO)
Sent: November 26, 2017 6:37 PM
To: Brickett, JJ; Alois Schonenberger - A/Victoria HarbourMaster; Barrett, Paul; Brady, Jeff; Gladson, Brandy; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Cunningham, Barry; Elford, Dale; Desrosiers, Jason; ECCC; EMBC - PECC; Environment Canada; PAC Env Incident / Incident Env Pac (DFO/MPO); Evans, Clay; Farrell, Randy; Fehr, Amanda; Girouard, Roger; Goffic, Jody; Gordon, Elysha; Grant, Janet; Gray, Scott; Hache, Gabe; Harbour Master Nanaimo; Harbour Master Prince Rupert; Harbour Master Vancouver; Harbour Master Victoria (ZP); Harris, Piper; Henthorne, Colin; Hunt, Cliff; Imbeau, Michelle; Lanthier, Marc; Lastik, Darryl; Leonard, Mike; Lick, Gregory; Main Ops Officer / Agent principal des Ops (DFO/MPO); Martens, Michael; McCann, Timothy; McNish, Joanne; MCTS Prince Rupert Supervisor; MCTS Victoria; Meggison, Joe; Morin, Michel; Murdock, Philip; NASP; Moss, Derek; Navigation Protection Program; NCC / CCN (DFO/MPO); Oliver, Gillian; PAC Radio Room / Salle de radio PAC (DFO/MPO); Pelletier, Mario; Pickrell, Susan; Piper Harris; Prieur, Cloe; Prince Rupert; ROC Planning Officer / agent de planification COR (DFO/MPO); ROC1 / COR1 (DFO/MPO); ROEC Pacific / BRCE Pacifique (DFO/MPO); Sharun, Christina; Smith, Laura; Snow, Carl; Statham, Art; Swift, Greg; TC Marine Safety - Ottawa; TC Marine Safety - Vancouver; TC Pollution Control Aircraft (MART; Thomas, John; Transport Safety Board - Pacifgic; Verret, Gilles; Walker, Matthew; Ward, Kelly; Webb, Nathan; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Williams, Susan; Wong, Helen; Wootton, Brian; Yager, Tyler
Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

GENERAL INFORMATION- POLLUTION REPORT			
DATE/TIME OF REPORT:	2017-11-26 1509 PDT		
DATE/TIME OF SPILL:	POTENTIAL		
REPORTING PARTY/CONTACT INFO:	COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE		
SITUATION DETAILS			
LOCATION/POSITION :	51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC		
TYPE OF POLLUTANT:	POTENTIAL		
QUANTITY:	3.4 MILLION LITERS	COLOUR/ODOUR:	
ORIGIN:	JAKE SHEARER BARGE		
WEATHER CONDITIONS:	S-SW 40 KNOTS		
ADDITIONAL INFORMATION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A		

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	LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
VESSEL INFORMATION (IF APPLICABLE)	
VESSEL NAME:	JAKE SHEARER
CALL SIGN AND MMSI:	MMSI 367677120
OVERALL LENGTH (LOA) :	34 METERS
VESSEL TYPE:	PUSH TUG
OWNER/AGENT/FLAG:	
ADDITIONAL INFORMATION:	BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT
ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)	
CCG-W ER DUTY OFFICER	2017-11-26 JG
TC MARINE SAFETY - VANCOUVER (ONLY IF A VESSEL IS INVOLVED)	2017-11-26 Click here to enter text.
VANCOUVER HM (ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)	Click here to enter a date. Click here to enter text.
Area MCTS Centre	Click here to enter a date. Click here to enter text.
DFO PUBLIC AFFAIRS (NEWS POTENTIAL ONLY)	Click here to enter a date. Click here to enter text.
ROC OFFICER:	SO

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

Fisheries and Oceans Canada / Pêches et Océans Canada
Canadian Coast Guard / Garde côtière canadienne

Canada

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Bartnik, Sarah

From: Nikolai, Lennard on behalf of PAC Radio Room / Salle de radio PAC (DFO/MPO)
Sent: November-26-17 8:42 PM
To: Bate, Dan; Girouard, Louise; FPP.PAC / PPP.PAC (DFO/MPO); Imbeau, Michelle; Verret, Gilles
Cc: P. E. P (sgpep.ecc1@gov.bc.ca); Beisel, Mark; Ludlow, Mandy; Neumann, Carla; Sanderson, Leslie; Stacey, Edward; Tompkins, Robert
Subject: FW: NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

From: CNUE / NEEC (EC) [mailto:ec.cnue-neec.ec@canada.ca]
Sent: November 26, 2017 8:41 PM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; Gordon, Elysha; PAC Radio Room / Salle de radio PAC (DFO/MPO); DFO.F PAC CP NEEC F.MPO
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: Please see report below.

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

-----Original Message-----
From: SGPEP.ECC1@gov.bc.ca [mailto:SGPEP.ECC1@gov.bc.ca]
Sent: 26 November 2017 11:10
To: CNUE / NEEC (EC)
Subject: DGIR 172945 - NEA - FUEL (POTENTIAL)

DGIR 172945

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Date: 1904-03-20
Incident Time: 00:00
Report Date: 2017-11-26
Report Time: 19:28

Spiller: UNKNOWN

Caller 1 / Agency:
EMAIL / CCG ROC - : - :

Caller 2 / Agency:
/ - : - :

Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA
PEP Region: NEA
MOE Region: Omineca Region

Affected Env: Marine
Spill Type: Unknown
Sector: Crown
Jurisdictions:
1: Federal
2: Provincial
3: Municipal

Material: FUEL (POTENTIAL) 3.4 MILLION LITERS

Details:
At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge.
The tug north arm prowler responded to the call and offered assistance.
Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer.
Norma H eta 2300pst.

34 Meters
The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst.
Barge adrift is 425 ft x 75 ft – draft 20 ft

Response:

Notifications:
1932 phoned MOE ROE Dave Pridham - briefed, code 2 Fed/prov/muni
1934 briefed PDM Sommerville

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1934 briefed NEEC
1936 briefed RDM Sandy Miller/RDM Genevieve Fox
1946 briefed CCG ROC - 25 Miles SW Bella Bella
1947 EPC Bella Bella - Bridget Horel - left VM (Residential), left VM
1948 briefed MOE HQ
1951 briefed MOH DO Adam
1955 emailed CCG ROC/MOE Smithers/Code 2 Dist

Report Compiled By: KYLE Operations 1 ECC - 2017-11-26 19:28

Duty Officer:
EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

UPDATE:

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Pike, Lindsey

From: Bain, Brian
Sent: 2017–November-26 6:36 PM
To: Girouard, Roger
Subject: Fw: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- INITIAL

A bit more info here, but we will know more once the Reid gets on scene. Art will cc us both if he hears more, but I presume SAR and/or ER will be issuing updates soon enough.

BB

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Statham, Art <Art.Statham@dfo-mpo.gc.ca>

Sent: Sunday, November 26, 2017 6:10 PM

To: Bain, Brian

Subject: Fw: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- INITIAL

I don't see yours or Rogers name on here.

Art Statham
Superintendent MCTS

From: Supervisor.Rupert <Supervisor.Rupert@innav.gc.ca>
Sent: Sunday, November 26, 2017 6:08 PM
To: CBSA - Marine Operations Centre; Lick, Gregory; CCG West MSOC / COSM Ouest GCC (DFO/MPO); NCC / CCN (DFO/MPO); CCG Western Aids to Navigation / Aides à la Navigation GCC (DFO/MPO); DFO.F PAC EROps / EROps PAC F.MPO; Jourdenais, Marc; Carlow, Theresa; Main Ops Officer / Agent principal des Ops (DFO/MPO); ROC1 / COR1 (DFO/MPO); Evans, Clay; Wiseman, Kara; PAC Radio Room / Salle de radio PAC (DFO/MPO); ENVIRONMENT CANADA (EC.CNUE-NEEC.EC@CANADA.CA); INFO@PPA.GC.CA; Victoria JRCC [DND]; Statham, Art; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Yerex, Laura; RCMP West Coast Marine Services; SITCEN [TC]; TC Marine Safety – Vancouver; Transportation Safety Board - Pacific
Subject: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- INITIAL

MARINE OCCURRENCE REPORT
CANADIAN COAST GUARD – WESTERN REGION – PRINCE RUPERT MCTS

GENERAL DATA – MARINE OCCURRENCE REPORT

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

VESSEL NAME/CALL SIGN/REG :	JAKE SHEARER/WDI8655				
JRCC INCIDENT # :	V17- 3090	PRIORITY:	Routine	BROADCAST:	NO
INCIDENT START TIME:	26/Nov/2017 1541PST				
INCIDENT END TIME:	ONGOING Click here to enter text.				
NATURE OF INCIDENT:	BARGE BROKEN FREE FROM TUG				
PERSONS ON BOARD:	9POB	LOSS OF LIFE:	NO		
POSITION (GPS / GEOGRAPHIC):	51 45.78N 128 20.1W QUEEN CHARLOTTE SOUND				

VESSEL PARTICULARS

LOA:	34M	TYPE:	ARTICULATED TUG AND BARGE	CFV #:	
MMSI:	367740790	GRT/DWT:		IMO:	1255668
DESTINATION:	SKAGWAY, ALASKA	LAST PORT:	CHERRY POINT, WASHINGTON	CARGO:	1.8 MILLION GALLONS DIESEL, 468,000 GALLONS UNLEADED GASOLINE
FLAG:	US	OWNER/ AGENT CONTACT:	HARCO MARINE	SHIP PHONE/SAT PHONE:	
ADDITIONAL VESSEL DETAILS:	ARTICULATED TUG AND BARGE				

SITUATION DETAILS

SITREP/RESOLUTION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
INTENTIONS OF MASTER:	MONITORING THE BARGE AND ENSURING THE SAFETY OF CREW ON BOARD.
ON-SCENE ASSISTANCE:	CCGS GORDON REID, TUG NORMA H, TUG NORTH ARM PROWLER, TUG OCEAN CLIPPER
POLLUTION/NAV HAZARD:	HIGH POTENTIAL

WEATHER DETAILS

VISIBILITY:		WIND (KNOTS):	40-50KTS, CALMING DOWN TO 15-20KTS BY 1641PST
SEA STATE:	10-12FT	TIDE/CURRENT:	N/A

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)

JRCC VICTORIA	26/Nov/2017 1546PST

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ROC (IF POLLUTION PRESENT OR RISK OF DISCHARGE)	26/Nov/2017 1546PST
TSB SAFETY OFFICER (COMMERCIAL VESSEL ONLY OR LOSS OF LIFE ON ANY VESSEL)	Click here to enter a date. Click here to enter text.
TC MARINE SAFETY	Click here to enter a date. Click here to enter text.
VANCOUVER HBR MASTER (ONLY IF WITHIN OR BOUND FOR VANCOUVER HARBOUR)	Click here to enter a date. Click here to enter text.
PRINCE RUPERT HBR MASTER (ONLY IF WITHIN OR BOUND FOR PRINCE RUPERT HARBOUR)	Click here to enter a date. Click here to enter text.
USCG VTS PUGET SOUND (CVTS WATERS)	Click here to enter a date. Click here to enter text.
MCTS OFFICER:	CY/RM
MCTS WATCH SUPERVISOR:	CY

PRINCE RUPERT MARINE COMMUNICATIONS AND TRAFFIC SERVICES
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
SUPERVISOR.RUPERT@INNAV.GC.CA / TEL: 250-627-3070 / FAX: 250-624-9075



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Canadian Coast Guard | Garde côtière canadienne

Canada

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Pike, Lindsey

From: Bain, Brian
Sent: 2017–November-26 6:17 PM
To: Statham, Art
Subject: Re: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- INITIAL

Both, it's faster.

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Statham, Art

Sent: Sunday, November 26, 2017 6:15 PM

To: Bain, Brian

Subject: Re: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- INITIAL

Will do. Do you want me to send them to both you and Roger or just yourself?

Art Statham
Superintendent MCTS

From: Bain, Brian

Sent: Sunday, November 26, 2017 6:14 PM

To: Statham, Art

Subject: Re: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- INITIAL

Thanks. Roger has pinged National. He wants these kinds of updates whether it is good news or otherwise.

BB

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Statham, Art

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Sent: Sunday, November 26, 2017 6:10 PM

To: Bain, Brian

Subject: Fw: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- INITIAL

I don't see yours or Rogers name on here.

Art Statham
Superintendent MCTS

From: Supervisor.Rupert <Supervisor.Rupert@innav.gc.ca>
Sent: Sunday, November 26, 2017 6:08 PM
To: CBSA - Marine Operations Centre; Lick, Gregory; CCG West MSOC / COSM Ouest GCC (DFO/MPO); NCC / CCN (DFO/MPO); CCG Western Aids to Navigation / Aides à la Navigation GCC (DFO/MPO); DFO.F PAC EROps / EROps PAC F.MPO; Jourdenais, Marc; Carlow, Theresa; Main Ops Officer / Agent principal des Ops (DFO/MPO); ROC1 / COR1 (DFO/MPO); Evans, Clay; Wiseman, Kara; PAC Radio Room / Salle de radio PAC (DFO/MPO); ENVIRONMENT CANADA (EC.CNUE-NEEC.EC@CANADA.CA); INFO@PPA.GC.CA; Victoria JRCC [DND]; Statham, Art; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Yerex, Laura; RCMP West Coast Marine Services; SITCEN [TC]; TC Marine Safety – Vancouver; Transportation Safety Board - Pacific
Subject: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- INITIAL

MARINE OCCURRENCE REPORT
CANADIAN COAST GUARD – WESTERN REGION – PRINCE RUPERT MCTS

GENERAL DATA – MARINE OCCURRENCE REPORT					
VESSEL NAME/CALL SIGN/REG :	JAKE SHEARER/WDI8655				
JRCC INCIDENT # :	V17- 3090	PRIORITY:	Routine	BROADCAST:	NO
INCIDENT START TIME:	26/Nov/2017 1541PST				
INCIDENT END TIME:	ONGOING Click here to enter text.				
NATURE OF INCIDENT:	BARGE BROKEN FREE FROM TUG				
PERSONS ON BOARD:	9POB	LOSS OF LIFE:	NO		
POSITION (GPS / GEOGRAPHIC):	51 45.78N 128 20.1W QUEEN CHARLOTTE SOUND				
VESSEL PARTICULARS					
LOA:	34M	TYPE:	ARTICULATED TUG AND BARGE	CFV #:	
MMSI:	367740790	GRT/DWT:		IMO:	1255668
DESTINATION:	SKAGWAY, ALASKA	LAST PORT:	CHERRY POINT, WASHINGTON	CARGO:	1.8 MILLION GALLONS DIESEL, 468,000 GALLONS UNLEADED GASOLINE
FLAG:	US	OWNER/ AGENT CONTACT:	HARCO MARINE	SHIP PHONE/SAT PHONE:	

Department Name and Program Name Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

ADDITIONAL VESSEL DETAILS:	ARTICULATED TUG AND BARGE

SITUATION DETAILS

SITREP/RESOLUTION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
INTENTIONS OF MASTER:	MONITORING THE BARGE AND ENSURING THE SAFETY OF CREW ON BOARD.
ON-SCENE ASSISTANCE:	CCGS GORDON REID, TUG NORMA H, TUG NORTH ARM PROWLER, TUG OCEAN CLIPPER
POLLUTION/NAV HAZARD:	HIGH POTENTIAL

WEATHER DETAILS

VISIBILITY:		WIND (KNOTS):	40-50KTS, CALMING DOWN TO 15-20KTS BY 1641PST
SEA STATE:	10-12FT	TIDE/CURRENT:	N/A

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)

JRCC VICTORIA	26/Nov/2017 1546PST
ROC (IF POLLUTION PRESENT OR RISK OF DISCHARGE)	26/Nov/2017 1546PST
TSB SAFETY OFFICER (COMMERCIAL VESSEL ONLY OR LOSS OF LIFE ON ANY VESSEL)	Click here to enter a date. Click here to enter text.
TC MARINE SAFETY	Click here to enter a date. Click here to enter text.
VANCOUVER HBR MASTER (ONLY IF WITHIN OR BOUND FOR VANCOUVER HARBOUR)	Click here to enter a date. Click here to enter text.
PRINCE RUPERT HBR MASTER (ONLY IF WITHIN OR BOUND FOR PRINCE RUPERT HARBOUR)	Click here to enter a date. Click here to enter text.
USCG VTS PUGET SOUND (CVTS WATERS)	Click here to enter a date. Click here to enter text.
MCTS OFFICER:	CY/RM
MCTS WATCH SUPERVISOR:	CY

PRINCE RUPERT MARINE COMMUNICATIONS AND TRAFFIC SERVICES
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
SUPERVISOR.RUPERT@INNAV.GC.CA **/ TEL: 250-627-3070 / FAX: 250-624-9075**

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Pike, Lindsey

From: Bain, Brian
Sent: 2017–November-26 6:58 PM
To: Statham, Art; Girouard, Roger
Subject: Re: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDT #1

Good to know, thanks.

BB

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Statham, Art

Sent: Sunday, November 26, 2017 6:50 PM

To: Bain, Brian; Girouard, Roger

Subject: Fw: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDT #1

Art Statham
Superintendent MCTS

From: Supervisor.Rupert <Supervisor.Rupert@innav.gc.ca>
Sent: Sunday, November 26, 2017 6:46 PM
To: CBSA - Marine Operations Centre; Lick, Gregory; CCG West MSOC / COSM Ouest GCC (DFO/MPO); NCC / CCN (DFO/MPO); CCG Western Aids to Navigation / Aides à la Navigation GCC (DFO/MPO); DFO.F PAC EROps / EROps PAC F.MPO; Jourdenais, Marc; Carlow, Theresa; Main Ops Officer / Agent principal des Ops (DFO/MPO); ROC1 / COR1 (DFO/MPO); Evans, Clay; Wiseman, Kara; PAC Radio Room / Salle de radio PAC (DFO/MPO); ENVIRONMENT CANADA (EC.CNUE-NEEC.EC@CANADA.CA); INFO@PPA.GC.CA; Victoria JRCC [DND]; Statham, Art; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Yerex, Laura; RCMP West Coast Marine Services; SITCEN [TC]; TC Marine Safety – Vancouver; Transportation Safety Board - Pacific
Cc: Statham, Art
Subject: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDT #1

UPDT #1 – THE JAKE SHEARER PUT CREW ON THE BARGE AND WERE ABLE TO DROP THE ANCHOR ON THE BARGE IN POSITION 51 51.7N 128 29.5W AND APPEARS TO BE HOLDING. THE CCGS GORDON REID STILL ENROUTE AND NORMA H HAS NOT YET DROPPED BARGE IN RIVERS INLET. WEATHER IS 35-40KTS WSW AND 10-12FT SEAS.

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MARINE OCCURRENCE REPORT
CANADIAN COAST GUARD – WESTERN REGION – PRINCE RUPERT MCTS

GENERAL DATA – MARINE OCCURRENCE REPORT							
VESSEL NAME/CALL SIGN/REG :	JAKE SHEARER/WDI8655						
JRCC INCIDENT # :	V17- 3090	PRIORITY:	Routine	BROADCAST:	NO		
INCIDENT START TIME:	26/Nov/2017 1541PST						
INCIDENT END TIME:	ONGOING Click here to enter text.						
NATURE OF INCIDENT:	BARGE BROKEN FREE FROM TUG						
PERSONS ON BOARD:	9POB	LOSS OF LIFE:	NO				
POSITION (GPS / GEOGRAPHIC):	51 45.78N 128 20.1W QUEEN CHARLOTTE SOUND						
VESSEL PARTICULARS							
LOA:	34M	TYPE:	ARTICULATED TUG AND BARGE	CFV #:			
MMSI:	367740790	GRT/DWT:		IMO:	1255668		
DESTINATION:	SKAGWAY, ALASKA	LAST PORT:	CHERRY POINT, WASHINGTON	CARGO:	1.8 MILLION GALLONS DIESEL, 468,000 GALLONS UNLEADED GASOLINE		
FLAG:	US	OWNER/ AGENT CONTACT:	HARCO MARINE	SHIP PHONE/SAT PHONE:			
ADDITIONAL VESSEL DETAILS:	ARTICULATED TUG AND BARGE						
SITUATION DETAILS							
SITREP/RESOLUTION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.						
INTENTIONS OF MASTER:	MONITORING THE BARGE AND ENSURING THE SAFETY OF CREW ON BOARD.						
ON-SCENE ASSISTANCE:	CCGS GORDON REID, TUG NORMA H, TUG NORTH ARM PROWLER, TUG OCEAN CLIPPER						
POLLUTION/NAV HAZARD:	HIGH POTENTIAL						
WEATHER DETAILS							
VISIBILITY:		WIND (KNOTS):	40-50KTS, CALMING DOWN TO 15-20KTS BY 1641PST				

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SEA STATE:	10-12FT	TIDE/CURRENT:	N/A

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)	
JRCC VICTORIA	26/Nov/2017 1546PST
ROC (IF POLLUTION PRESENT OR RISK OF DISCHARGE)	26/Nov/2017 1546PST
TSB SAFETY OFFICER (COMMERCIAL VESSEL ONLY OR LOSS OF LIFE ON ANY VESSEL)	Click here to enter a date. Click here to enter text.
TC MARINE SAFETY	Click here to enter a date. Click here to enter text.
VANCOUVER HBR MASTER (ONLY IF WITHIN OR BOUND FOR VANCOUVER HARBOUR)	Click here to enter a date. Click here to enter text.
PRINCE RUPERT HBR MASTER (ONLY IF WITHIN OR BOUND FOR PRINCE RUPERT HARBOUR)	Click here to enter a date. Click here to enter text.
USCG VTS PUGET SOUND (CVTS WATERS)	Click here to enter a date. Click here to enter text.
MCTS OFFICER:	CY/RM
MCTS WATCH SUPERVISOR:	CY

PRINCE RUPERT MARINE COMMUNICATIONS AND TRAFFIC SERVICES
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
SUPERVISOR.RUPERT@INNAV.GC.CA / TEL: 250-627-3070 / FAX: 250-624-9075

Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne
Canada

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Crooks, Robert

From: Supervisor.Rupert <Supervisor.Rupert@innav.gc.ca>
Sent: 2017–November-26 10:29 PM
To: CBSA - Marine Operations Centre; Lick, Gregory; CCG West MSOC / COSM Ouest GCC (DFO/MPO); NCC / CCN (DFO/MPO); CCG Western Aids to Navigation / Aides à la Navigation GCC (DFO/MPO); DFO.F PAC EROps / EROps PAC F.MPO; Jourdenais, Marc; Carlow, Theresa; Main Ops Officer / Agent principal des Ops (DFO/MPO); ROC1 / COR1 (DFO/MPO); Evans, Clay; Wiseman, Kara; PAC Radio Room / Salle de radio PAC (DFO/MPO); ENVIRONMENT CANADA (EC.CNUE-NEEC.EC@CANADA.CA); INFO@PPA.GC.CA; Victoria JRCC [DND]; Statham, Art; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Yerex, Laura; RCMP West Coast Marine Services; SITCEN [TC]; TC Marine Safety – Vancouver; Transportation Safety Board - Pacific
Cc: Safety.Rupert
Subject: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDATE #2

UPDATE #2, 2017/11/26 2225 PST

BARGE: ZIDEL277

- ANCHORED IN POSITION 51 51.7'N 128 29.5'W
- BARGE DIMENSIONS; 420' X 75'

CORRECTED FUEL AMOUNTS;

- ON BARGE TOTAL 78770.77 BARRELS (COMBINED DIESEL AND GASOLINE)
- ON TUG TOTAL 71180 GALLONS DIESEL

DAMAGE;

- UNAWARE OF ANY STRUCTURAL DAMAGE TO TUG OR BARGE.
- NOT AWARE OF ANY WATER INGRESS ON THE TUG OR BARGE.
- TUG;
  - LOCKING PINS ARE DAMAGED
  - GANGWAY IS BROKEN

ON-SCENE ASSISTANCE;

- CCGS GORDON REID ARRIVED ON SCENE AT 1947 PST
- CCGC CAPE ST. JAMES ARRIVED ON SCENE AT 2200 PST
- TUG NORMA H DEPARTED RIVERS INLET AT 2225 PST, ETA 2017/11/27 0325 PST TO 0425 PST (5 TO 6 HOURS)

INTENTIONS;

- WAITING FOR THE NORMA H TO ARRIVE.

WEATHER;

(FROM THE CCGC CAPE ST. JAMES AT 2200 PST)

- WIND: WEST 25-30 KTS
- SEAS: 12FT RUFF
- VISIBILITY: GOOD VISIBILITY
- SKIES: PARTLY CLOUDY

(FROM THE MARINE FORECAST ISSUED AT 2130 PST)

- STORM WARNING IN EFFECT. WIND SOUTHWEST 20 TO 30 KNOTS INCREASING TO SOUTH 30 TO 40 EARLY MONDAY MORNING AND TO SOUTH 40 TO 50 EARLY MONDAY AFATERNOON.
- SEAS 3 TO 5 METRES SUBSIDING TO 2 TO 3 AFTER MIDNIGHT THEN BUILDING TO 3 TO 4 LASTE MONDAY MORNING. SEAS BUILDING TO 5 MONDAY EVENING.

TIDES (GOSLING ISLAND #8906);

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- HIGH TIDE 2017/11/26 1806 PST 3.3 METRES
- LOW TIDE 2017/11/27 0045 PST 1.5 METRES
- HIGH TIDE 2017/11/27 0738 PST 3.5 METRES
- LOW TIDE 2017/11/27 1346 PST 2.0 METRES

UPDATE #1 – THE JAKE SHEARER PUT CREW ON THE BARGE AND WERE ABLE TO DROP THE ANCHOR ON THE BARGE IN POSITION 51 51.7N 128 29.5W AND APPEARS TO BE HOLDING. THE CCGS GORDON REID STILL ENROUTE AND NORMA H HAS NOT YET DROPPED BARGE IN RIVERS INLET. WEATHER IS 35-40KTS WSW AND 10-12FT SEAS.

MARINE OCCURRENCE REPORT
CANADIAN COAST GUARD – WESTERN REGION – PRINCE RUPERT MCTS

GENERAL DATA – MARINE OCCURRENCE REPORT					
VESSEL NAME/CALL SIGN/REG :	JAKE SHEARER/WDI8655				
JRCC INCIDENT # :	V17- 3090	PRIORITY:	Routine	BROADCAST:	NO
INCIDENT START TIME:	26/Nov/2017 1541PST				
INCIDENT END TIME:	ONGOING				
NATURE OF INCIDENT:	BARGE BROKEN FREE FROM TUG				
PERSONS ON BOARD:	9POB	LOSS OF LIFE:	NO		
POSITION (GPS / GEOGRAPHIC):	51 45.78N 128 20.1W QUEEN CHARLOTTE SOUND				
VESSEL PARTICULARS					
LOA:	34M	TYPE:	ARTICULATED TUG AND BARGE	CFV #:	
MMSI:	367740790	GRT/DWT:		IMO:	1255668
DESTINATION:	SKAGWAY, ALASKA	LAST PORT:	CHERRY POINT, WASHINGTON	CARGO:	1.8 MILLION GALLONS DIESEL, 468,000 GALLONS UNLEADED GASOLINE
FLAG:	US	OWNER/ AGENT CONTACT:	HARCO MARINE	SHIP PHONE/SAT PHONE:	
ADDITIONAL VESSEL DETAILS:	ARTICULATED TUG AND BARGE				
SITUATION DETAILS					
SITREP/RESOLUTION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST.				

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	THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
INTENTIONS OF MASTER:	MONITORING THE BARGE AND ENSURING THE SAFETY OF CREW ON BOARD.
ON-SCENE ASSISTANCE:	CCGS GORDON REID, TUG NORMA H, TUG NORTH ARM PROWLER, TUG OCEAN CLIPPER
POLLUTION/NAV HAZARD:	HIGH POTENTIAL

WEATHER DETAILS

VISIBILITY:		WIND (KNOTS):	40-50KTS, CALMING DOWN TO 15-20KTS BY 1641PST
SEA STATE:	10-12FT	TIDE/CURRENT:	N/A

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)

JRCC VICTORIA	26/Nov/2017 1546PST
ROC (IF POLLUTION PRESENT OR RISK OF DISCHARGE)	26/Nov/2017 1546PST
TSB SAFETY OFFICER (COMMERCIAL VESSEL ONLY OR LOSS OF LIFE ON ANY VESSEL)	
TC MARINE SAFETY	
VANCOUVER HBR MASTER (ONLY IF WITHIN OR BOUND FOR VANCOUVER HARBOUR)	
PRINCE RUPERT HBR MASTER (ONLY IF WITHIN OR BOUND FOR PRINCE RUPERT HARBOUR)	
USCG VTS PUGET SOUND (CVTS WATERS)	
MCTS OFFICER:	CY/RM
MCTS WATCH SUPERVISOR:	CY

PRINCE RUPERT MARINE COMMUNICATIONS AND TRAFFIC SERVICES
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
SUPERVISOR.RUPERT@INNAV.GC.CA / TEL: 250-627-3070 / FAX: 250-624-9075

Fisheries and Oceans Canada / Pêches et Océans Canada
Canadian Coast Guard / Garde côtière canadienne
Canada

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D'sa, Leslie

From: Murdock, Philip
Sent: Sunday, November 26, 2017 11:50 PM
To: Brach, Pader W ENV:EX; Poss, Angie ENV:EX
Subject: Fw: Tug Jake Shearer

FYI.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tasker, Paul <Paul.Tasker@dfo-mpo.gc.ca>
Sent: Sunday, November 26, 2017 11:47 PM
To: ROC1 / COR1 (DFO/MPO)
Cc: Evans, Clay; Wootton, Brian; Murdock, Philip; McNish, Joanne; Steve.Jorgensen@forces.gc.ca
Subject: Tug Jake Shearer

SITREP #4 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 27 NOV 2017 / 2325 PDT

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / EMBC / ROC / HELTSUIK NATION /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HELTSUIK NATION /

6. Regional Location:
   a. Province/Territory:
   BRITISH COLUMBIA
   b. City: N/A
   c. Amplifying location details (as required):
   QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
   At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN.

8. Actions Taken:
   JRCC Victoria: - Gordon Reid tasked. ON SCENE.

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-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time. Barge dropped and enroute. Eta 0400 pst.

-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks.

- District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Commcunications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG.

11. Environmental Factors:

- Pollution potential if barge goes aground.
  - Wind SW 15-20kts
  - Wave height 12 feet
  - Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE.

16. Command Assessment:

17. Next SITREP will be provided at 28/0800 PST OR AS REQUIRED..

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

Paul Tasker

Acting Regional Supervisor
Marine Search and Rescue (RSMS)
Western Region, Canadian Coast Guard
Joint Rescue Co-ordination Centre
Victoria, Canada

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No information has been removed or severed from this page

250-413-8923

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D'sa, Leslie

From: Murdock, Philip
Sent: Sunday, November 26, 2017 6:57 PM
To: [redacted]
Subject: Fw: Fuel Barge adrift, Goose Island

Fyi

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tasker, Paul <Paul.Tasker@dfo-mpo.gc.ca>
Sent: Sunday, November 26, 2017 6:52 PM
To: ROC1 / COR1 (DFO/MPO)
Cc: Girouard, Roger; McNish, Joanne; Murdock, Philip; Evans, Clay
Subject: Fuel Barge adrift, Goose Island

Sitrep #2 – Update Fuel Barge Adrift – Goose Island

Description of Event:

At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. At 1835 pst the tug crew was able to deploy an anchor from the barge. At this time the anchor is reported to be holding. Current distance off shore Gosling Group is .5 nm.

Program Reporting:

SAR – Western Region – JRCC Victoria

Current CCG Actions:

JRCC Victoria: - Gordon Reid tasked. ETA 1930h on scene

-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time.

-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks.

- District 17 (USCG) to look into air launched tow assist kits. Will advise.

Current Actions, Other:

None

Initial Analysis/Impact Assessment on CCG:

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Major Pollution potential

No danger to life or distress potential at this time.

Media Attention Expected:

Extreme

Notification Provided to :

Standard distribution

Next Steps:

-Stand up Environmental Response EOC.

-Inquiring with Tug companies for emerg plans, if in place.

DISCLAIMER: **This information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified/validated by CCG. Therefore, the writer advises caution when using this information.

Paul Tasker
Acting Regional Supervisor Marine Search and Rescue
Western Region - Canadian Coast Guard - JRCC Victoria

Joint Rescue Coordination Center (JRCC) Victoria
National Defence
Esquimalt, Canada V9A 7N2
JRCCvictoria@sarnet.dnd.ca
Telephone 250-413-8933
Facsimile 250-413-8932
Government of Canada

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D'sa, Leslie

From: Murdock, Philip
Sent: Sunday, November 26, 2017 8:49 PM
To: Murdock, Philip
Subject: FW: Fuel barge adrift, Goose Island
Attachments: image001.png

Philip Murdock
Superintendent, Environmental Response
CCG Western Region

From: Tasker, Paul
Sent: November 26, 2017 8:47 PM
To: ROC1 / COR1 (DFO/MPO)
Cc: McNish, Joanne; Girouard, Roger; Murdock, Philip; Evans, Clay; Steve.Jorgensen@forces.gc.ca
Subject: Fuel barge adrift, Goose Island

SITREP #3 – FUEL BARGE ADRIFT – GOOSE ISLAND

1. CCG Region/Incident Name:
WESTERN / FUEL BARGE ADRIFT
2. Incident Category/Type:
MARINE / M2
3. Date/Time: 27 NOV 2017 / 2035 PDT

4. Primary Department(s)/Agency(s):
CCG / JRCC / ER / TC
5. Supporting Departments/Agencies:

6. Regional Location:
a. Province/Territory:
BRITISH COLUMBIA
b. City: N/A
c. Amplifying location details (as required):
QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ENROUTE, PRESENT POSITION HAKAI PASS. ETA 45 MIN.

8. Actions Taken:
JRCC Victoria: - Gordon Reid tasked. ON SCENE.

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time.
-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks.

- District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Commcunications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG.

11. Environmental Factors:

* Pollution potential if barge goes aground.
* Wind W 35kts
* Wave height 12-15 feet
* Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead.

16. Command Assessment:

17. Next SITREP will be provided at 2330 OR AS REQUIRED..

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

Paul Tasker

Acting Regional Supervisor
Marine Search and Rescue (RSMS)
Western Region, Canadian Coast Guard
Joint Rescue Co-ordination Centre
Victoria, Canada
[cabrick-logo.png-] 250-413-8923

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s.16(2)
s.19(1)

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Dait, Haydee

From: [redacted]
Sent: 2017–November-26 9:29 PM
To: [redacted] Brady, Jeff
Subject: ICP Port Hardy
Attachments: Jeff Brady

Hi [redacted]

Jeff Brady is my recommendation to contact for the ICP in the morning. His email contact is above attached.

[redacted]

Email: [redacted]
Direct:
Fax: 604-294-6003

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation • Head Office: 206-3500 Gilmore Way, Burnaby, B.C. V5G 0B8

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Dait, Haydee

Full Name: Jeff Brady
Last Name: Brady
First Name: Jeff
Company: Canadian Coast Guard

Mobile: [redacted]

E-mail: jeff.brady@dfo-mpo.gc.ca
E-mail Display As: jeff.brady@dfo-mpo.gc.ca
E-mail 2: Jeff.Brady@dfo-mpo.gc.ca
E-mail2 Display As: Jeff.Brady@dfo-mpo.gc.ca

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: Murdock, Philip
Sent: 2017–November-26 7:30 PM
To: Wootton, Brian
Cc: Brady, Jeff
Subject: Jake Shearer / barge

Have requested that Harley Marine Services (the owner) provide to the CCG a written plan of how they intend to proceed in terms of moving the barge from its current location to safe harbour.
Speaking of Safe Harbour / Place of Refuge, is TC working that piece?

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Initial Spill Details Barge broken free of its tug. Anchored apx. 4 "cables" from the rocks sou

Date of call: 26/11/2017	Time of call: 18:49	Call Received by:

Caller reporting Spill: | Authorized Company Rep:

Has caller notified CCG/other authorities? 604-666-6011 [X] Yes [ ] No

Callers' contact info: (land, cell, fax, email):

My contact numbers are: (land, cell, fax):

Company or ship reporting spill: Harley Marine WCMRC Answering Service: 604-643-8031

[ ] Member [■] Non-Member

For Non-Members a 3rd Party Agreement is required (explain): yes - signed

Location of Spill: Goose Island - 1 mile south

Product Spilled:

Source Controlled?: [ ] Yes [X] No | Estimate quantity spilled:

Risk of further spill? [X] Yes [ ] No | If yes, quantity? 4 million gallons - gas/diesel

Preliminary Health and Safety Assessment (response will only be initiated after health and safety issues are resolved)	Yes	No
Product		
Is the spilled material on the MARPOL 73/78, Annex 1 (see reference section on the last page of this document)		
Is the Material Safety Data Sheet (MSDS) available for inspection? If not, obtain one. If yes, how will it be circulated?	x	
Does the MSDS require gas testing? If so, it must be in place before personnel respond	x	
Does the MSDS require PPE? If so, PPE must be available before personnel respond Yes		
Operating Environment		
[ ] On Water, Sheltered [■] On water, unsheltered [ ] On shore *Is it safe to respond?*	x	
Are there any site specific safety considerations/rules? Please list:		
Are there any public areas (including land and waterways) that need to be closed? Please list:		
Weather Conditions		
What are the current weather conditions (temperature, wind, rain, snow, etc) Rain, 4 degrees C, wind 15-20 SW Safe to respond?	x	
Marine Conditions 3.5 meter swells		
What are the prevailing marine conditions: wave height tides Safe to respond?		

Problem (any response initiated)

Pin linking tug to barge broke. Tug unable to take it under tow. WCMRC requested to be activated by RP.

s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Notifications

Names or Responders/Organizations called in: may include WCMRC, FOSET, Advisors, Contracts, Agencies (Coast Guard, Transport Canada, Environment Canada, BC MELP, PEP, Harbour Master, Municipality)

Name	Organization	Contact Numbers
Phil Murdock	CCG	604-340-1954
Jeff Brady	CCG	604-816-7432
Eric Kid	CCG	250-363-0200
[redacted]	WCMRC	[redacted]
Dale Bull	Environmental Unit	
John Kervel	Ministry of Environment	

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Map/Sketch

(include maps drawn here or attached, showing the total area of operations, the incident site/area, overflight results, trajectories, Impacted shorelines, or other graphics depicting situational and response status)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Initial Incident Objectives

Ensure safety of response personnel and public.
Control the potential source.
Manage an organized response effort.
Identify environmental sensitivities/risks, and maximize environmental protection needs.
Mitigate economic and social impacts.
Keep stakeholders and public apprised of pertinent updates, and in so doing manage their expectations.

Summary of Current Actions

Time	Action/Note
11/26/2017 17:46	Received Call from NC Area Manager - Developing situation with Tug Jake Shearer
17:58	[redacted] informed [redacted], forwarded SITREP from CCG showing location
18:08	Director Ops Sends Warning Email to All WCMRC Personnel of Developing Situation.
18:48	Stericycle Message - Call from [redacted] at Harley Marine
18:53	Report from Philip Murdoch at CCG that Barge is anchored, about 1 Mile South of Goose Island
18:50	Duty Officer - [redacted] passes call back responsibility to [redacted]
18:53	[redacted] Establishes contact with [redacted] from Harley Marine - WCMRC Activated
19:30	Incident Command personnel summoned to SC warehouse base [redacted]
20:08	Third Party Agreement and Work Order 01 Sent to [redacted]
11/28/2017 06:00	Eagle Bay departed Klemtu for Norman Morrison bay
0750	Eagle Bay returned to Klemtu to leave boom skiff; headed back to site
0800	UC Teleconference
1023	Eagle Bay arrived to Norman Morrison Bay
1330	GM Penman stood down; departed from Port Hardy to Campbell River
1500	Kaien Sentinel Arrived back to Prince Rupert
Overnight	Gordon Reid remained with tug and barge overnight
	Overflights; no sheen sighted
1400	[redacted] landed in Bella Bella

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Initial Incident Objectives

Summary of Current Actions

Time	Action/Note

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Initial Incident Objectives

Summary of Current Actions

Time	Action/Note

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Initial Incident Objectives

Summary of Current Actions

Time	Action/Note

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Current Organization

Command	
Canadian Coast Guard Federal Monitoring Officer	
Responsible Party Incident Commander	
Response Organization – Spill Response Manager	

	Responsible Party	**Response Organization**
Safety		
Legal		
Liaison		
Information		

Stakeholder Committee	
Environment Canada	
Province of British Columbia	
Transport Canada	
Fisheries and Oceans	
Port	
Local	
Other	
Planning Section	
Logistics Section	
Finance/Administration Section	
Operations Section	
Div./Group	

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Resources Summary

Resources Needed	Time Ordered	Resources Identifier	ETA	On Scene?		Location/Assignment/ Status
				Yes	No	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Reference

Petroleum Products – from Marpol 73/78 Annex 1			
Oils			
Clarified	Fuel oil no.4	Road oil	Aromatic oil (exc.vegetable oil)
Crude oil	Fuel oil no.5	Transformer oil	Lubricating oils & blending stock
Mixtures containing crude oil	Fuel oil no.6	Mineral oil	Penetrating oil
Diesel	Residual fuel oil	Motor oil	Spindle oil, Turbine oil
Gas Oil			
Cracked	Alkylates - fuel	Reformates	Polymer - fuel
Gasoline Blending Stocks			
Gasolines			
Casinghead (natural)	Aviation	Fuel oil no. 1 (kerosene)	Fuel oil no. 2
Automotive	Straight run	Fuel oil no. 1-D	Fuel oil no. 2-D
Jet Fuels			
JP - 1 (kerosene)	JP - 4	Turbo fuel	Mineral oil
JP - 3	JP - 5 (kerosene, heavy)	Kerosene	
Naptha			
Solvent	Petroleum	Heartcut distillate oil	
Distillates			
Straight run	Flash feed stocks		

Conversions

Volume

1 barrel = 164 litres = 31.5 gallons = 0.16 cubic meters (m^3) = 0.16 tonnes
1 cubic meter (m^3) = 1000 litres = 6 barrels = 1 tonne
1 imperial gallon = 4.55 litres
1 U.S. gallon = 3.79 litres
1 litre = 0.22 imperial gallons
1 litre = 0.26 U.S. gallons
1 tonne = 1000 litres (nominal as it depends on density)
1000 tonnes = 6000 barrels = 1,000,000 litres (equivalent to the volume of 3 Olympic pools)
10000 tonnes = 60000 barrels = 10,000,000 litres
1 imperial gallon = 4.55 litres
1 U.S. gallon = 3.79 litres
1 litre = 0.22 imperial gallons

Distance

1 kilometer (km) = 0.54 nautical miles
1 nautical mile = 1.15 statute mile
1 sq.km = 0.39 sq.mile

Area

1 hectare = 100 sq. meters
1 acre = 0.41 hectares

s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Initial Spill Details Barge broken free of its tug. Anchored apx. 4 "cables" from the rocks south of Goose Island. Product is 3.5 Million Liters of Diesel and .5 million leaders of Gasoline

Date of call: 26/11/2017	Time of call: 18:49	Call Received by: [redacted]
Caller reporting Spill [redacted]		Authorized Company Rep: [redacted]
Has caller notified CCG/other authorities? 604-666-6011	[x] Yes	[ ] No
Callers' contact info: (land, cell, fax, email): [redacted]		
My contact numbers are: (land, cell, fax): [redacted]		
Company or ship reporting spill: Harley Marine		WCMRC Answering Service: 604-643-8031
[ ] Member	[■] Non-Member	
For Non-Members a 3rd Party Agreement is required (explain): yes - signed		
Location of Spill: Goose Island - 1 mile south		
Product Spilled: no spill		
Source Controlled?: [ ] Yes	[x] No	Estimate quantity spilled: no spill
Risk of further spill? [x] Yes	[ ] No	If yes, quantity? 4 million liters - gas/diesel

Preliminary Health and Safety Assessment (response will only be initiated after health and safety issues are resolved)	Yes	No
Product		
Is the spilled material on the MARPOL 73/78, Annex 1 (see reference section on the last page of this document)	[ ]	[ ]
Is the Material Safety Data Sheet (MSDS) available for inspection? If not, obtain one. If yes, how will it be circulated?	x	[ ]
Does the MSDS require gas testing? If so, it must be in place before personnel respond	x	[ ]
Does the MSDS require PPE? If so, PPE must be available before personnel respond	x	[ ]
Operating Environment		
[ ] On Water, Sheltered [■] On water, unsheltered [ ] On shore Is it safe to respond?	x	[ ]
Are there any site specific safety considerations/rules? Please list:	[ ]	[ ]
Are there any public areas (including land and waterways) that need to be closed? Please list:	[ ]	[ ]
Weather Conditions		
What are the current weather conditions (temperature, wind, rain, snow, etc) Rain, 4 degrees C, wind 15-20 SW Safe to respond?	x	[ ]
Marine Conditions		
What are the prevailing marine conditions: wave height 3.5m swells tides Safe to respond?	[ ]	[ ]

Problem (any response initiated)

Pin linking tug to barge broke. Tug unable to take it under tow. WCMRC requested to be activated by RP.

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Notifications

Names or Responders/Organizations called in: may include WCMRC, FOSET, Advisors, Contracts, Agencies (Coast Guard, Transport Canada, Environment Canada, BC MELP, PEP, Harbour Master, Municipality)

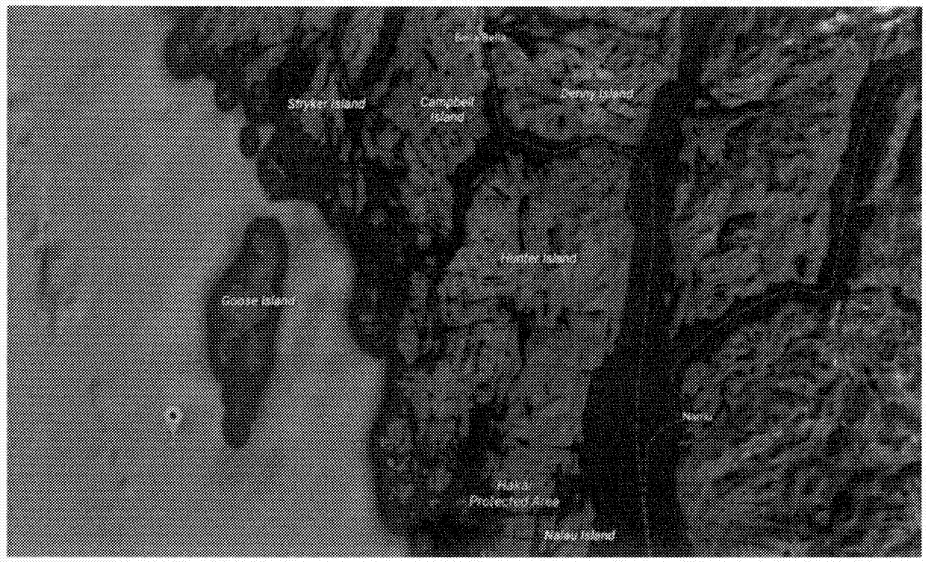
Name	Organization	Contact Numbers
Phil Murdock	CCG	604-340-1954
Jeff Brady	CCG	604-816-7432
Eric Kid	CCG	250-363-0200

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Map/Sketch

(include maps drawn here or attached, showing the total area of operations, the incident site/area, overflight results, trajectories, Impacted shorelines, or other graphics depicting situational and response status)



Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Initial Incident Objectives

Nov. 26, 2017
Spill Response Readiness and prevention.

Summary of Current Actions

Time	Action/Note
17:46	Received Call from NC Area Manager - Developing situation with Tug Jake Shearer
17:58	nformed forwarded SITREP from CCG showing location
18:08	Director Ops Sends Warning Email to All WCMRC Personnel of Developing Situation.
18:48	Stericycle Message - Call from at Harley Marine
18:53	Report from Philip Murdoch at CCG that Barge is anchored, about 1 Mile South of Goose Island
18:50	Duty Officer - passes call back responsibility to
18:53	Establishes contact with from Harley Marine - WCMRC Activated
19:30	Incident Command personnel summoned to SC warehouse base
20:08	Third Party Agreement and Work Order 01 Sent to
20:10	Join conversation/communication call. BC MOE and duty officer waiting for confirmation that they are involved. BC MOE up and running. Mobilize to Port Hardy.
20:15	Notify George Armstrong TC trajectory has been requested to ECCC
20:23	1-613-995-9737 - call into Sit Cell TC. 23:00 next coordination call 4 million liters of diesel and gas
20:37	Penman mobilized to Port Hardy - (master), (mate), (eng.), deck)
20:45	Gil Sentinel, Kaien Sentinel, Eagle Bay & Current Buster mobilized
20:50	NEEC called requesting trajectory information
21:30	Trailer 202, 710, decon trailer, 3 equip trailers activated
22:30	Eagle bay departs
22:57	Trajectory model recieved
23:00	Update conference call. Anchor holding fast. Vessel still not under tow
23:28	Barge/Tug activated for tomorrow morning
00:02	WCMRC staff arrives in Port Hardy
01:00	Incident command personnel leaves SC Warehouse for the night

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Initial Incident Objectives

Nov. 27, 2017

Summary of Current Actions

Time	Action/Note
02:30	Wainwright barge dispatched with response trailers (5000' Boom, Kepner Boom, Response trailer, Command trailer)
06:00	[redacted] return to SC warehouse
07:00	Additional incident command personnel back at SC warehouse
07:15	WCMRC coordination call for Spill 17-S-0011 prior to the call with CCG
08:00	Conference call meeting with CCG for updates
09:00	SC relief crew leaves warehouse for airport
09:45	SC relief crew arrive at airport
10:07	Notified via email that barge is currently under tow
10:20	SC crew stood down at airport. Instructed not to board.
11:30	SC crew back at warehouse
12:00	Conference call update. Barge under tow headed North. Refuge location still TBD. Next update conference call at 16:00
15:15	Eagle Bay, Gil Sentinel, and Sentinel 101 secured to the dock in Klemtu
15:35	Gil Sentinel, Kaien Sentinel, Wainwright tug/barge officially stood down by CCG. Penman to remain on standby and Eagle Bay to continue to Shearwater
16:00	Government communication update meeting. Command post to be transfered to Port Hardy Nov. 28. Weather, same as 1000 report, Eagle Bay to Shearwater, Penman on Standby in Pt. Hardy, TC sending two Marine Inspectors for tomorrow
17:00	Spill Response Manager Debrief and Hand-off
19:19	All staff at the SC EOC gone for the evening
20:59	ICP forwards ICS 209 to WCMRC

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Initial Incident Objectives

Nov. 28, 2017
Ensure safety of response personnel and public.
Control the potential source.
Manage an organized response effort.
Identify environmental sensitivities/risks, and maximize environmental protection needs.
Mitigate economic and social impacts.
Keep stakeholders and public apprised of pertinent updates, and in so doing manage their expectations.

Summary of Current Actions

Time	Action/Note
0800	SC EOC attends Government update meeting
0900	SC EOC stand down until assistance is requested.

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Initial Incident Objectives

Summary of Current Actions

Time	Action/Note

s.19(1)

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Current Organization

Command	
Canadian Coast Guard Federal Monitoring Officer	Phil Murdock
Responsible Party Incident Commander	[redacted]
Response Organization – Spill Response Manager	[redacted]

	Responsible Party	Response Organization
Safety		[redacted]
Legal		
Liaison		
Information		

Stakeholder Committee	
Environment Canada	
Province of British Columbia	John Kervel
Transport Canada	Erik Kidd
Fisheries and Oceans	Erik Chang
Port	
Local	[redacted] Kelly Brown - Heiltsuk Nation
Other	

Planning Section	
Logistics Section	
Finance/Administration Section	
Operations Section	
Div./Group	

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Resources Summary

Resources Needed	Time Ordered	Resources Identifier	ETA	On Scene?		Location/Assignment/ Status
				Yes	No	
Large Landing Craft	Nov. 26 - 2130	Kaien Sentinel	15hrs	☐	☑	On route - current location Hartley Bay
Landing Craft	Nov. 26 - 2130	Gil Sentinel	15hrs	☐	☑	On route - current location Klemtu
Skimmer	Nov. 26 - 2130	Eagle Bay Sentinel	15hrs	☐	☑	On route - current location Klemtu
Workboat	Nov. 26 - 2130	Sentinel 23	15hrs	☐	☑	On route - current location Klemtu
Large Skimmer	Nov. 26 - 2130	GM Penmen	15hrs	☐	☑	On route - current location Port Hardy
Accommodations x 4	Nov. 26 - 2130	Port Hardy	Nov. 27 - 0300	☐	☑	Completed
Accommodations x 4	Nov. 26 - 2130	Port Hardy	Nov. 27 - 1500	☐	☐	Completed
Tug Vessel	Nov. 26 - 2130	Norman Monison Bay	15hrs	☐	☑	On route - current location Hartley Bay
Tuge and Support Vessel Crew x 4	Nov. 26 - 2130	Norman Monison Bay	15hrs	☐	☑	On route - current location Hartley Bay
Large landing craft crew x 4	Nov. 26 - 2130	NC Crew	15hrs	☐	☑	On route - current location Hartley Bay
Support Vessel	Nov. 26 - 2130	Norman Monison Bay	15hrs	☐	☑	On route
Landing Craft crew x 1	Nov. 26 - 2130	NC Crew	15hrs	☐	☑	On route - current location Hartley Bay
Skimmer crew x 4	Nov. 26 - 2130	NC Crew	15hrs	☐	☑	On route - current location Klemtu
Workboat crew x 1	Nov. 26 - 2130	NC Crew	15hrs	☐	☑	On route - current location Klemtu
Support Vessel crew	Nov. 26 - 2130	Norman Monison Bay	15hrs	☐	☑	On route
Large Skimmer crew X 4	Nov. 26 - 2130	VI Crew	15hrs	☐	☑	On route - current location Port Hardy
See Work Orders	See Check In List ICS 211e			☐	☐	

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Reference

Petroleum Products – from Marpol 73/78 Annex 1			
Oils			
Clarified	Fuel oil no.4	Road oil	Aromatic oil (exc.vegetable oil)
Crude oil	Fuel oil no.5	Transformer oil	Lubricating oils & blending stock
Mixtures containing crude oil	Fuel oil no.6	Mineral oil	Penetrating oil
Diesel	Residual fuel oil	Motor oil	Spindle oil, Turbine oil
Gas Oil			
Cracked	Alkylates - fuel	Reformates	Polymer - fuel
Gasoline Blending Stocks			
Gasolines			
Casinghead (natural)	Aviation	Fuel oil no. 1 (kerosene)	Fuel oil no. 2
Automotive	Straight run	Fuel oil no. 1-D	Fuel oil no. 2-D
Jet Fuels			
JP - 1 (kerosene)	JP - 4	Turbo fuel	Mineral oil
JP - 3	JP - 5 (kerosene, heavy)	Kerosene	
Naptha			
Solvent	Petroleum	Heartcut distillate oil	
Distillates			
Straight run	Flash feed stocks		

Conversions

Volume

1 barrel = 164 litres = 31.5 gallons = 0.16 cubic meters (m^3) = 0.16 tonnes
1 cubic meter (m^3) = 1000 litres = 6 barrels = 1 tonne
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1 litre = 0.22 imperial gallons
1 litre = 0.26 U.S. gallons
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1000 tonnes = 6000 barrels = 1,000,000 litres (equivalent to the volume of 3 Olympic pools)
10000 tonnes = 60000 barrels = 10,000,000 litres
1 imperial gallon = 4.55 litres
1 U.S. gallon = 3.79 litres
1 litre = 0.22 imperial gallons

Distance

1 kilometer (km) = 0.54 nautical miles
1 nautical mile = 1.15 statute mile
1 sq.km = 0.39 sq.mile

Area

1 hectare = 100 sq. meters
1 acre = 0.41 hectares

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Wong, Sara

From: Brady, Jeff
Sent: November-26-17 5:16 PM
To: Martens, Michael
Subject: Re: Tug Jake Shearer

Copy. Just got home, will forward you the calendar invite shortly.

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

On Sun, Nov 26, 2017 at 5:14 PM -0800, "Martens, Michael" <Michael.Martens@dfo-mpo.gc.ca> wrote:

I sent a message to my guys giving them a heads up for possible deployment tomorrow. I will be standing by for the call
MM

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Brady, Jeff
Sent: Sunday, November 26, 2017 5:00 PM
To: Wootton, Brian; Murdock, Philip; Goffic, Jody; Evans, Clay
Cc: Boettger, Evan; Bennett, Bob; Martens, Michael
Subject: Re: Tug Jake Shearer

ROC is setting up a conference call for 1745. Excpect an outlook invite.

South Coast Duty Officer is Mike Martens. He and I (Jeff Brady) are available.

Vancouver Island staff are involved in a response. I'd like to hold off on involving them for this Ops period.

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

From: Wootton, Brian <brian.wootton@dfo-mpo.gc.ca>

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Sent: Sunday, November 26, 2017 4:55 PM
Subject: Re: Tug Jake Shearer
To: Murdock, Philip <philip.murdock@dfo-mpo.gc.ca>, Goffic, Jody <jody.goffic@dfo-mpo.gc.ca>, Brady, Jeff <jeff.brady@dfo-mpo.gc.ca>, Evans, Clay <clay.evans@dfo-mpo.gc.ca>
Cc: Boettger, Evan <evan.boettger@dfo-mpo.gc.ca>, Bennett, Bob <bob.bennett@dfo-mpo.gc.ca>

I see NW drift at this point...good...I'll go to ROC..please copy me in any coordination call traffic...tx

BW

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Wootton, Brian
Sent: Sunday, November 26, 2017 4:48 PM
To: Murdock, Philip; Goffic, Jody; Brady, Jeff; Evans, Clay
Cc: Boettger, Evan; Bennett, Bob
Subject: Re: Tug Jake Shearer

Phil,

RCC continues to hold lead - at least until EOC / ER ICP stood up. Clay tasked to JRCC - R U able to report to ROC? I am enroute ROC. Who is south coast duty SRO or deputy?

Until resolved I want to establish program IC in ROC...

Brian

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Sunday, November 26, 2017 4:37 PM
To: Wootton, Brian
Cc: Boettger, Evan
Subject: Tug Jake Shearer

Pushing a loved fuel barge bound for Alaska off of Cape Calvert disconnected from barge (pins released due to rogue wave/ heavy seas).

Limited info at this time.

Goffic and Brady working with JRCC To get more info.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

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Wong, Sara

From: Girouard, Roger
Sent: November-26-17 7:22 PM
To: Evans, Clay; Wootton, Brian; Murdock, Philip; Brady, Jeff; McNish, Joanne
Cc: Martens, Michael; Yager, Tyler
Subject: Re: Jake Shearer

I wondered. [redacted]

R

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Evans, Clay
Sent: Sunday, November 26, 2017 7:15 PM
To: Wootton, Brian; Murdock, Philip; Brady, Jeff; Girouard, Roger; McNish, Joanne
Cc: Martens, Michael; Yager, Tyler
Subject: Re: Jake Shearer

Tug advises that might be difficult to recover two souls if barge anchor lets go given proximity so 442 will send buffalo and cormorant to Pt Hardy on standby.

Clay

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Wootton, Brian
Sent: Sunday, November 26, 2017 6:53 PM
To: Murdock, Philip; Evans, Clay; Brady, Jeff
Cc: Martens, Michael; Yager, Tyler
Subject: Re: Jake Shearer

Tug miraculously got two crew onto barge...they dropped anchor

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Sunday, November 26, 2017 6:50 PM
To: Evans, Clay; Wootton, Brian; Brady, Jeff
Cc: Martens, Michael; Yager, Tyler
Subject: Re: Jake Shearer

What anchor?

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Evans, Clay

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Sent: Sunday, November 26, 2017 6:49 PM
To: Murdock, Philip; Wootton, Brian; Brady, Jeff
Cc: Martens, Michael; Yager, Tyler
Subject: Re: Jake Shearer

OK, Harvey called JRCC as well, just left a voice-mail updating situation re:anchor holding.

Clay

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Sunday, November 26, 2017 6:36 PM
To: Wootton, Brian; Brady, Jeff
Cc: Evans, Clay; Martens, Michael; Yager, Tyler
Subject: Jake Shearer

Just spoke with [redacted] Harvey Marine Services. Tug will attempt to "RE notch " with the barge or attempt to pick up the Trailing Line to maneuver the barge WY from shore.

The company is in touch with the RO.

Spoke with Harvey Hemchitt.
[redacted] He is going to speak with Chief Slett and Kelly Brown. If there is an ICP he would prefer Bella Bella.

That's all I have for now.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

s.19(1)

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Wong, Sara

From: Martens, Michael
Sent: November-26-17 7:23 PM
To: Whitaker, Robert (EC)
Subject: Re: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

Gracias

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Whitaker, Robert (EC)
Sent: Sunday, November 26, 2017 7:20 PM
To: Martens, Michael
Subject: Fw: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

Mike

Sitcen number is 613-995-9737.

Cheers

Bob

Sent from my BlackBerry 10 smartphone on the Bell network.

From: EARMPac / MARTPac (EC) <ec.earmpac-martpac.ec@canada.ca>
Sent: Sunday, November 26, 2017 18:38
To: [redacted] Rusticus, Owen (EC); Henault, Louis (EC); Whitaker, Robert (EC); Pearce, Kim (EC)
Subject: FW: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

From: ROC1 / COR1 (DFO/MPO)
Sent: Sunday, November 26, 2017 9:37:10 PM (UTC-05:00) Eastern Time (US & Canada)
To: Brickett, JJ; Alois Schonenberger - A/Victoria HarbourMaster; Barrett, Paul; Brady, Jeff; Gladson, Brandy; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Cunningham, Barry; Elford, Dale; Desrosiers, Jason; CNUE / NEEC (EC); EMBC - PECC; Environment Canada; PAC Env Incident / Incident Env Pac (DFO/MPO); Evans, Clay; Farrell, Randy; Fehr, Amanda; Girouard, Roger; Goffic, Jody; Gordon, Elysha; Grant, Janet; Gray, Scott; Hache, Gabe; Harbour Master Nanaimo; Harbour Master Prince Rupert; Harbour Master Vancouver; Harbour Master Victoria (ZP); Harris, Piper; Henthorne, Colin; Hunt, Cliff; Imbeau, Michelle; Lanthier, Marc; Lastik, Darryl; Leonard, Mike; Lick, Gregory; Main Ops Officer / Agent principal des Ops (DFO/MPO); Martens, Michael; McCann, Timothy; McNish, Joanne; MCTS Prince Rupert Supervisor; MCTS Victoria; Meggison, Joe; Morin, Michel; Murdock, Philip; NASP; Moss, Derek; Navigation Protection Program; NCC / CCN (DFO/MPO); Oliver, Gillian; PAC Radio Room / Salle de radio PAC (DFO/MPO); Pelletier, Mario; Pickrell, Susan; Piper Harris; Prieur, Cloe; Prince Rupert; ROC Planning Officer / agent de planification COR (DFO/MPO); ROC1 / COR1 (DFO/MPO); ROEC Pacific / BRCE Pacifique (DFO/MPO); Sharun, Christina; Smith, Laura; Snow, Carl; Statham, Art; Swift, Greg; TC Marine Safety - Ottawa; TC Marine Safety - Vancouver; EARMPac / MARTPac (EC); Thomas, John; Transport Safety Board - Pacifgic; Verret, Gilles; Walker, Matthew; Ward, Kelly; Webb, Nathan; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Williams, Susan; Wong, Helen; Wootton, Brian; Yager, Tyler

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Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

GENERAL INFORMATION- POLLUTION REPORT	
DATE/TIME OF REPORT:	2017-11-26 1509 PDT
DATE/TIME OF SPILL:	POTENTIAL
REPORTING PARTY/CONTACT INFO:	COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE
SITUATION DETAILS	
LOCATION/POSITION :	51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
TYPE OF POLLUTANT:	POTENTIAL
QUANTITY:	3.4 MILLION LITERS COLOUR/ODOUR:
ORIGIN:	JAKE SHEARER BARGE
WEATHER CONDITIONS:	S-SW 40 KNOTS
ADDITIONAL INFORMATION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
VESSEL INFORMATION (IF APPLICABLE)	
VESSEL NAME:	JAKE SHEARER
CALL SIGN AND MMSI:	MMSI 367677120
OVERALL LENGTH (LOA) :	34 METERS
VESSEL TYPE:	PUSH TUG
OWNER/AGENT/FLAG:	
ADDITIONAL INFORMATION:	BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT
ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)	
CCG-W ER DUTY OFFICER	2017-11-26 JG
TC MARINE SAFETY - VANCOUVER (ONLY IF A VESSEL IS INVOLVED)	2017-11-26 Click here to enter text.
VANCOUVER HM (ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)	Click here to enter a date. Click here to enter text.
Area MCTS Centre	Click here to enter a date. Click here to enter text.
DFO PUBLIC AFFAIRS (NEWS POTENTIAL ONLY)	Click here to enter a date. Click here to enter text.
ROC OFFICER:	SO

No information has been removed or severed from this page

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REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne

Canada

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Wong, Sara

From: Martens, Michael
Sent: November-26-17 7:34 PM
To: Brady, Jeff
Subject: Re: Jake Shearer (ER Ops)

Copy

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Brady, Jeff
Sent: Sunday, November 26, 2017 7:32 PM
To: Martens, Michael
Subject: RE: Jake Shearer (ER Ops)

Mike,
Can you please Advise NEEC, request Sensitivities and Trajectory

Jeff

From: Goffic, Jody
Sent: November-26-17 7:30 PM
To: Brady, Jeff
Subject: RE: Jake Shearer (ER Ops)

Advise NEEC, request Sensitivities and Trajectory .....

I do not recall you asking me to do this on the call. I was WCMRC and MOE connect.
You got NEEC?

From: Brady, Jeff
Sent: Sunday, November 26, 2017 6:11 PM
To: Martens, Michael; Goffic, Jody; Murdock, Philip
Cc: Wootton, Brian
Subject: Jake Shearer (ER Ops)

Action Tracker:

Contact Owner	Phil
Maintain Contact with WCMRC	Jody
Advise NEEC, request Sensitivities and Trajectory	Jody
Request NASP	MM
Communicating to Heltsuk	Phil
Setup Telco with Province	Jeff

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

No information has been removed or severed from this page

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Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Wong, Sara

From: Martens, Michael
Sent: November-26-17 11:00 PM
To: Brady, Jeff
Cc: Wootton, Brian; Murdock, Philip
Subject: Fw: CCG modeling request for Laden Fuel Barge / ATB Jakes Shearer

This is based on current data and suppositions.

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Dussault, Mathieu (EC) <mathieu.dussault@canada.ca>
Sent: Sunday, November 26, 2017 10:57 PM
To: Martens, Michael
Cc: [redacted] CNUE / NEEC (EC)
Subject: RE: CCG modeling request for Laden Fuel Barge / ATB Jakes Shearer

De : Dussault, Mathieu (EC)
Envoyé : 27 November 2017 1:57
À : 'micheal.martens@dfo-mpo.gc.ca'
Cc : [redacted] CNUE / NEEC (EC)
Objet : CCG modeling request for Laden Fuel Barge / ATB Jakes Shearer

Hi Mike,

As requested, please find attached the files for the modeling.

For the gasoline, you will find a file for the mass balance of the product if released in the ocean. Based on model results, gasoline is a light product and should not be any surface gasoline after 4 hours. Impacted shoreline should dissipate on about 10 hours.

For Diesel, presence on the water surface would be expected to dissipate after about 9 hours. Shoreline impact could be expected. However, high wave energy would help the diesel to dissipate.

The model is based on available information and current assumption. The model may need to be modify as situation will evolve.

Regards

Mathieu Dussault
Gestionnaire, Préparation et intervention, Centre national des urgences environnementales (CNUE)
Direction des activités de protection de l'environnement, Environnement et changements climatiques Canada

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Mathieu.dussault@canada.ca / tél : 514-283-2345 / **Urg 24/7 : 866-283-2333**

Mathieu Dussault
Manager, Preparedness and response, National Environmental Emergency Centre (NEEC)
Environmental protection operations directorate, Environment and Climate Change Canada
Mathieu.dussault@canada.ca / tel : 514-283-2345 / **Emergencies 24/7 : 866-283-2333**

Government of Canada / Gouvernement du Canada

Canada

De : Khelifa, Ali (EC)
Envoyé : 27 November 2017 1:32
À : Dussault, Mathieu (EC)
Cc : CNUE / NEEC (EC); Brown, Carl (EC)
Objet : RE: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

Mathieu,

Modelling results for Diesel are attached. Please review. Gasoline will follow.

Ali

From: Khelifa, Ali (EC)
Sent: November 27, 2017 1:05 AM
To: Dussault, Mathieu (EC)
Subject: RE: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

Ok, merci.

From: Dussault, Mathieu (EC)
Sent: November 27, 2017 1:04 AM
To: Khelifa, Ali (EC)
Subject: RE: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

Les quantités sont confirmées

De : Khelifa, Ali (EC)
Envoyé : 27 November 2017 12:48
À : Dussault, Mathieu (EC)
Objet : RE: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Merci, Si l'information est correct, tu dois recevoir un model dans la prochaine heure.

Ali

From: Dussault, Mathieu (EC)
Sent: November 27, 2017 12:46 AM
To: Khelifa, Ali (EC)
Subject: TR: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

PTI, voici le rapport qui faisait état des quantités.

Si la CCG me demande un délai qu'elle réponse pourrais-je leur donner?

Mathieu

De : CNUE / NEEC (EC)
Envoyé : 26 November 2017 9:37
À : Dussault, Mathieu (EC)
Objet : FW: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

From: ROC1 / COR1 (DFO/MPO)
Sent: Sunday, November 26, 2017 9:37:10 PM (UTC-05:00) Eastern Time (US & Canada)
To: Brickett, JJ; Alois Schonenberger - A/Victoria HarbourMaster; Barrett, Paul; Brady, Jeff; Gladson, Brandy; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Cunningham, Barry; Elford, Dale; Desrosiers, Jason; CNUE / NEEC (EC); EMBC - PECC; Environment Canada; PAC Env Incident / Incident Env Pac (DFO/MPO); Evans, Clay; Farrell, Randy; Fehr, Amanda; Girouard, Roger; Goffic, Jody; Gordon, Elysha; Grant, Janet; Gray, Scott; Hache, Gabe; Harbour Master Nanaimo; Harbour Master Prince Rupert; Harbour Master Vancouver; Harbour Master Victoria (ZP); Harris, Piper; Henthorne, Colin; Hunt, Cliff; Imbeau, Michelle; Lanthier, Marc; Lastik, Darryl; Leonard, Mike; Lick, Gregory; Main Ops Officer / Agent principal des Ops (DFO/MPO); Martens, Michael; McCann, Timothy; McNish, Joanne; MCTS Prince Rupert Supervisor; MCTS Victoria; Meggison, Joe; Morin, Michel; Murdock, Philip; NASP; Moss, Derek; Navigation Protection Program; NCC / CCN (DFO/MPO); Oliver, Gillian; PAC Radio Room / Salle de radio PAC (DFO/MPO); Pelletier, Mario; Pickrell, Susan; Piper Harris; Prieur, Cloe; Prince Rupert; ROC Planning Officer / agent de planification COR (DFO/MPO); ROC1 / COR1 (DFO/MPO); ROEC Pacific / BRCE Pacifique (DFO/MPO); Sharun, Christina; Smith, Laura; Snow, Carl; Statham, Art; Swift, Greg; TC Marine Safety - Ottawa; TC Marine Safety - Vancouver; EARMPac / MARTPac (EC); Thomas, John; Transport Safety Board - Pacifgic; Verret, Gilles; Walker, Matthew; Ward, Kelly; Webb, Nathan; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Williams, Susan; Wong, Helen; Wootton, Brian; Yager, Tyler
Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

GENERAL INFORMATION- POLLUTION REPORT	
DATE/TIME OF REPORT:	2017-11-26 1509 PDT
DATE/TIME OF SPILL:	POTENTIAL
REPORTING PARTY/CONTACT INFO:	COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE
SITUATION DETAILS	
LOCATION/POSITION :	51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
TYPE OF POLLUTANT:	POTENTIAL
QUANTITY:	3.4 MILLION LITERS COLOUR/ODOUR:
ORIGIN:	JAKE SHEARER BARGE
WEATHER CONDITIONS:	S-SW 40 KNOTS
ADDITIONAL INFORMATION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
VESSEL INFORMATION (IF APPLICABLE)	
VESSEL NAME:	JAKE SHEARER
CALL SIGN AND MMSI:	MMSI 367677120
OVERALL LENGTH (LOA) :	34 METERS
VESSEL TYPE:	PUSH TUG
OWNER/AGENT/FLAG:	
ADDITIONAL INFORMATION:	BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT
ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)	
CCG-W ER DUTY OFFICER	2017-11-26 JG
TC MARINE SAFETY - VANCOUVER (ONLY IF A VESSEL IS INVOLVED)	2017-11-26 Click here to enter text.
VANCOUVER HM (ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)	Click here to enter a date. Click here to enter text.
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ROC OFFICER:	SO

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

Fisheries and Oceans Canada / Pêches et Océans Canada
Canadian Coast Guard / Garde côtière canadienne

Canada

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Wong, Sara

From: Martens, Michael
Sent: November-26-17 11:03 PM
To: Dussault, Mathieu (EC)
Subject: Re: CCG modeling request for Laden Fuel Barge / ATB Jakes Shearer

I don't see the attachment.
Mike

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Dussault, Mathieu (EC)
Sent: Sunday, November 26, 2017 10:57 PM
To: Martens, Michael
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Gestionnaire, Préparation et intervention, Centre national des urgences environnementales (CNUE)
Direction des activités de protection de l'environnement, Environnement et changements climatiques Canada

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Mathieu.dussault@canada.ca / tél : 514-283-2345 / **Urg 24/7 : 866-283-2333**

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Environmental protection operations directorate, Environment and Climate Change Canada
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Government of Canada / Gouvernement du Canada

Canada

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À : Dussault, Mathieu (EC)
Cc : CNUE / NEEC (EC); Brown, Carl (EC)
Objet : RE: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

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Envoyé : 26 November 2017 9:37
À : Dussault, Mathieu (EC)
Objet : FW: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

From: ROC1 / COR1 (DFO/MPO)
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Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

GENERAL INFORMATION- POLLUTION REPORT	
DATE/TIME OF REPORT:	2017-11-26 1509 PDT
DATE/TIME OF SPILL:	POTENTIAL
REPORTING PARTY/CONTACT INFO:	COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE
SITUATION DETAILS	
LOCATION/POSITION :	51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
TYPE OF POLLUTANT:	POTENTIAL
QUANTITY:	3.4 MILLION LITERS COLOUR/ODOUR:
ORIGIN:	JAKE SHEARER BARGE
WEATHER CONDITIONS:	S-SW 40 KNOTS
ADDITIONAL INFORMATION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
VESSEL INFORMATION (IF APPLICABLE)	
VESSEL NAME:	JAKE SHEARER
CALL SIGN AND MMSI:	MMSI 367677120
OVERALL LENGTH (LOA) :	34 METERS
VESSEL TYPE:	PUSH TUG
OWNER/AGENT/FLAG:	
ADDITIONAL INFORMATION:	BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT
ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)	
CCG-W ER DUTY OFFICER	2017-11-26 JG
TC MARINE SAFETY - VANCOUVER (ONLY IF A VESSEL IS INVOLVED)	2017-11-26 Click here to enter text.
VANCOUVER HM (ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)	Click here to enter a date. Click here to enter text.
Area MCTS Centre	Click here to enter a date. Click here to enter text.
DFO PUBLIC AFFAIRS (NEWS POTENTIAL ONLY)	Click here to enter a date. Click here to enter text.
ROC OFFICER:	SO

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

Fisheries and Oceans Canada / Pêches et Océans Canada
Canadian Coast Guard / Garde côtière canadienne

Canada

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Wong, Sara

From: Murdock, Philip
Sent: November-26-17 11:53 PM
To: Brady, Jeff; McCann, Timothy
Cc: Yager, Tyler; Martens, Michael; Snow, Carl; Elford, Dale; Gladson, Brandy; Swift, Greg; Davidson, John; Grant, Janet
Subject: Fw: Tug Jake Shearer

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tasker, Paul <Paul.Tasker@dfo-mpo.gc.ca>
Sent: Sunday, November 26, 2017 11:47 PM
To: ROC1 / COR1 (DFO/MPO)
Cc: Evans, Clay; Wootton, Brian; Murdock, Philip; McNish, Joanne; Steve.Jorgensen@forces.gc.ca
Subject: Tug Jake Shearer

SITREP #4 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 27 NOV 2017 / 2325 PDT

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / EMBC / ROC / HELTSUIK NATION /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HELTSUIK NATION /

6. Regional Location:
   a. Province/Territory:
   BRITISH COLUMBIA
   b. City: N/A
   c. Amplifying location details (as required):
   QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
   At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN.

8. Actions Taken:
   JRCC Victoria: - Gordon Reid tasked. ON SCENE.

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-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time. Barge dropped and enroute. Eta 0400 pst.

-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks.

- District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Commcunications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG.

11. Environmental Factors:

- Pollution potential if barge goes aground.
  - Wind SW 15-20kts
  - Wave height 12 feet
  - Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE.

16. Command Assessment:

17. Next SITREP will be provided at 28/0800 PST OR AS REQUIRED..

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

Paul Tasker

Acting Regional Supervisor
Marine Search and Rescue (RSMS)
Western Region, Canadian Coast Guard
Joint Rescue Co-ordination Centre
Victoria, Canada

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250-413-8923

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–November-26 5:40 PM
To: Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody
Cc: Boettger, Evan; Bennett, Bob; Martens, Michael; Tasker, Paul; Carter, Dylan; Millman, John; Morley, Darren
Subject: Re: Tug Jake Shearer

Just arrived Victoria Base.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Evans, Clay
Sent: Sunday, November 26, 2017 5:27 PM
To: Wootton, Brian; Brady, Jeff; Murdock, Philip; Goffic, Jody
Cc: Boettger, Evan; Bennett, Bob; Martens, Michael; Tasker, Paul; Carter, Dylan; Millman, John; Morley, Darren
Subject: Re: Tug Jake Shearer

At ROC now, Paul Tasker is RSMS and will do initial NINP.

Heading to JRCC which will maintain lead coord UFN.

Clay

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Wootton, Brian
Sent: Sunday, November 26, 2017 5:05 PM
To: Brady, Jeff; Murdock, Philip; Goffic, Jody; Evans, Clay
Cc: Boettger, Evan; Bennett, Bob; Martens, Michael
Subject: Re: Tug Jake Shearer

Understood. Fully concur.

B

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Brady, Jeff
Sent: Sunday, November 26, 2017 5:00 PM
To: Wootton, Brian; Murdock, Philip; Goffic, Jody; Evans, Clay
Cc: Boettger, Evan; Bennett, Bob; Martens, Michael
Subject: Re: Tug Jake Shearer

ROC is setting up a conference call for 1745. Excpect an outlook invite.

South Coast Duty Officer is Mike Martens. He and I (Jeff Brady) are available.

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Vancouver Island staff are involved in a response. I'd like to hold off on involving them for this Ops period.

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

From: Wootton, Brian <brian.wootton@dfo-mpo.gc.ca>
Sent: Sunday, November 26, 2017 4:55 PM
Subject: Re: Tug Jake Shearer
To: Murdock, Philip <philip.murdock@dfo-mpo.gc.ca>, Goffic, Jody <jody.goffic@dfo-mpo.gc.ca>, Brady, Jeff <jeff.brady@dfo-mpo.gc.ca>, Evans, Clay <clay.evans@dfo-mpo.gc.ca>
Cc: Boettger, Evan <evan.boettger@dfo-mpo.gc.ca>, Bennett, Bob <bob.bennett@dfo-mpo.gc.ca>

I see NW drift at this point...good...I'll go to ROC..please copy me in any coordination call traffic...tx

BW

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Wootton, Brian
Sent: Sunday, November 26, 2017 4:48 PM
To: Murdock, Philip; Goffic, Jody; Brady, Jeff; Evans, Clay
Cc: Boettger, Evan; Bennett, Bob
Subject: Re: Tug Jake Shearer

Phil,

RCC continues to hold lead - at least until EOC / ER ICP stood up. Clay tasked to JRCC - R U able to report to ROC? I am enroute ROC. Who is south coast duty SRO or deputy?

Until resolved I want to establish program IC in ROC...

Brian

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Sunday, November 26, 2017 4:37 PM
To: Wootton, Brian
Cc: Boettger, Evan
Subject: Tug Jake Shearer

Pushing a loved fuel barge bound for Alaska off of Cape Calvert disconnected from barge (pins released due to rogue wave/ heavy seas).

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Limited info at this time.

Goffic and Brady working with JRCC To get more info.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–November-26 9:03 PM
To: Imbeau, Michelle
Subject: Re: Proposed tweet - for review

The tugs name is Jake Shearer... not Jack...no name for barge. Go for corrected tweet.

BW

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Imbeau, Michelle
Sent: Sunday, November 26, 2017 8:58 PM
To: Wootton, Brian
Subject: FW: Proposed tweet - for review

Looks like NHQ wants to name the tug. are you OK with that?

CCGS Gordon Reid is on scene responding to an incident involving a barge *Jack Shearer* that became separated from its tug south of Goose Island in Queen Charlotte Sound #BC. **@VicJRCC_CCCOS**

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Girouard, Roger

From: Girouard, Roger
Sent: November-26-17 7:25 PM
To: Ivany, Gary
Subject: Fw: Jake Shearer

JSYK. [redacted]
R

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>
Sent: Sunday, November 26, 2017 7:15 PM
To: Wootton, Brian; Murdock, Philip; Brady, Jeff; Girouard, Roger; McNish, Joanne
Cc: Martens, Michael; Yager, Tyler
Subject: Re: Jake Shearer

Tug advises that might be difficult to recover two souls if barge anchor lets go given proximity so 442 will send buffalo and cormorant to Pt Hardy on standby.

Clay

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Wootton, Brian
Sent: Sunday, November 26, 2017 6:53 PM
To: Murdock, Philip; Evans, Clay; Brady, Jeff
Cc: Martens, Michael; Yager, Tyler
Subject: Re: Jake Shearer

Tug miraculously got two crew onto barge...they dropped anchor

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Sunday, November 26, 2017 6:50 PM
To: Evans, Clay; Wootton, Brian; Brady, Jeff
Cc: Martens, Michael; Yager, Tyler
Subject: Re: Jake Shearer

What anchor?

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Evans, Clay
Sent: Sunday, November 26, 2017 6:49 PM
To: Murdock, Philip; Wootton, Brian; Brady, Jeff
Cc: Martens, Michael; Yager, Tyler
Subject: Re: Jake Shearer

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OK, Harvey called JRCC as well, just left a voice-mail updating situation re:anchor holding.

Clay

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Sunday, November 26, 2017 6:36 PM
To: Wootton, Brian; Brady, Jeff
Cc: Evans, Clay; Martens, Michael; Yager, Tyler
Subject: Jake Shearer

Just spoke with [redacted] Harvey Marine Services. Tug will attempt to "RE notch " with the barge or attempt to pick up the Trailing Line to maneuver the barge WY from shore.

The company is in touch with the RO.

Spoke with Harvey Hemchitt.
[redacted] He is going to speak with Chief Slett and Kelly Brown. If there is an ICP he would prefer Bella Bella.

That's all I have for now.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

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ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
	OPS	CG-429	~~Jade~~ Jake Shearer

4. OPERATIONAL PERIOD

From Date 26/11 To Date 27/11

From Time 1600 To Time 1600

5. OPERATIONAL PERSONNEL

Operations Chief Rhona Lattan / Jeff Brady

Branch Director

Division/Group Supervisor

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
		Andrea Stirling	1		Vic Bay.

7. WORK ASSIGNMENTS

Transport ER personnel to Port Hardy; Remain on-site.

8. SPECIAL INSTRUCTIONS

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local					Command	Local Repeat			
	Repeat									
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time

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ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH ~~SAR~~ OPS	2. DIVISION/GROUP Bartlett	3. INCIDENT NAME ~~Jack~~ Jake Sheerer

4. OPERATIONAL PERIOD
From Date 26/11 To Date 27/11
From Time 1600 To Time 1600

5. OPERATIONAL PERSONNEL
Operations Chief Rhonda Lethbridge / Jeff Brady
Branch Director ~~Dave Hamilton~~
Division/Group Supervisor ~~Frank~~ Shuckburgh, Daryl Lavoie

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
		Mike Shuckburgh	30	83A	Vic Base

7. WORK ASSIGNMENTS
Load Ex equipment for transport to incident site

~~ETA 04~~

8. SPECIAL INSTRUCTIONS
ETA 0400 NOV. 28/17

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local					Command	Local Repeat			
	Repeat									
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time

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ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
		Laurier	Jack Shaw

4. OPERATIONAL PERIOD

From Date 27/11 To Date 27/11
From Time 1600 To Time 1600

5. OPERATIONAL PERSONNEL

Operations Chief _____
Branch Director _____
Division/Group Supervisor Rich Marriott

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
		Rich Marriott	1D	834	

7. WORK ASSIGNMENTS

Assist in loading Bartlett

8. SPECIAL INSTRUCTIONS

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local					Command	Local Repeat			
	Repeat									
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time

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ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
	OPS	ER Task Force	Jake Sheerar

4. OPERATIONAL PERIOD

From Date 26/11 To Date 26/11

From Time 1600 To Time 1600

5. OPERATIONAL PERSONNEL

Operations Chief Jeff Brady

Branch Director B. Woodhouse

Division/Group Supervisor Jeff Brady

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
		Jeff Brady	4	604 716 7432	

7. WORK ASSIGNMENTS

Mobilize to ICP Port Hardy; Stand up ICP

8. SPECIAL INSTRUCTIONS

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local					Command	Local Repeat			
	Repeat									
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time

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ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
	OPS	~~701~~ BOATS	Jake Shears

4. OPERATIONAL PERIOD
From Date 26\11 To Date 27\11
From Time 1600 To Time 1600

5. OPERATIONAL PERSONNEL
Operations Chief Jeff Brady \ Rhonda LeMay
Branch Director
Division/Group Supervisor Tom Moxey

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
CCG 665		Tom Moxey	2		
CG 701		JEFF MACDONALD	3		

7. WORK ASSIGNMENTS

Mobilize Crew \ Transit to Port Hardy \ awaiting further instructions

CG 101 / PRV III

8. SPECIAL INSTRUCTIONS

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local Repeat					Command	Local Repeat			
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time

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0800 – Conference call – see minutes for details

0830 – phone call with Capt Mancey on the Gordon Reid

- Tug is taking up the strain on the barge tow line, and hauling anchor
- Concern to get barge to safety – aim to get into Fitzhugh sound, hold in place of shelter until weather settles
- No surge gear on the tug, worried about sea conditions on tug and tow line
- Weather concerns – small weather window now, next opportunity looks like Saturday at this time
- Priority is to get barge into safe water and reassess the situation
- Harley Tug is northbound (Earl Redd)
- Current conditions winds SW 20-25 – seas 2 m
- Gulf Cajun has been receiving conflicting information about the port of refuge, told to go down Hakai Pass

Transport Canada Conference Call 0900

- Attendance:
  - Heiltsuk Member
  - Angie – Min of Env
  - CG - Emerg Ops
  - Harley Marine
- John –Manager TC – Compliance Enforcement – request tug and barge to transit towards Hakai Pass and proceed to Port Hardy when able
- Morgan Bay is the suggested anchorage, 54' from current position of tug and barge, good holding, mud bottom, but deep anchorage, concern about holding in SE conditions
- Harley Marine does not want to do weather courses in Fitz Hugh and prefers to anchor the barge if possible
- Heiltsuk supports the location of the anchorage
- Earl Redd is north bound tug from Harley Marine, will take barge when on scene
- Confirm with Ministry of the Environment on routing

Update from Gordon Reid – 0930 (approx.)

- Jake Shearer taking on water, going into fuel tank. Jake Shearer is able to shift fuel around to avoid water in fuel,

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Other discussions:

- Consideration to task Cape St James to pick up Heiltsuk member to transit to Gordon Reid to go on board as an observer for the incident
- Suggest getting pilot to Morgan Bay once the scene settles, as an advisor
- Pilot Authority has list of safe refuge

Gordon Reid SitRep (0930)

- Tow is underway
- Anchor on the barge did not come all the way up
- Adjusting tow line
- Tug is having some difficulty with tow, due to towing configuration, wire only,
- Tug and barge currently making 3kts, pointing NW

Update – 0950

- Gulf Cajun heading towards Seaforth Channel
- Jake Shearer – is good, stable
- Anchor is still down on the barge, approximately 20', same depth of draft of barge

Update – 1000

- Bartlett to head into Port Hardy – reports a broken down gyro compass
- 701 and PRV 3 to proceed to Campbell River and will reassess on arrival

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1045 Regional Management Briefing being conducted

1107 –

- Update from CG Radio - 701 departs Sea Island , eta Campbell River approx. 4 hours, - 1500
- 1230 departure for air support 951 – when on scene will connect to show live feed of situation

1200 – Conference Call – see minutes for details

1245 Transport Canada Conference call – see minutes

1300 – R. Lettau in contact with [redacted] regarding moving personnel from Bella Bella to Norman Morrison Bay. Initial conversation about how to transfer divers and conduct crew change. Water taxi service options will be investigated out of Shearwater

1400 Conference call with Port Hardy ICP – See minutes

1417 – Bartlett update – en route to Port Hardy will fuel

1451 – Over flight reports no oil noticed from flight

1506 – Meeting with Brian – Regional Director of Incident Management

- Regional Order – to activate ICP in Port Hardy for operations starting at 0800 November 28, 2017
- Require helo support to deliver Tyler Yager and Minister of Environment Rep to Bella Bella for forward Operating Base
- Jeff Brady will confirm with Megan Humpchitt

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- Confirm that [redacted] stands down assets not required, 2 landing craft from Prince Rupert
- The Jake Shearer – needs to be boomed
- Media Lines established through ROC – to assist the ICP with Media relations
- Develop staffing plan
- Requirements for Transfer of Command
    - SAR Incident #
    - Time on scene
    - General SitRep with location of vessel and crew, status
    - Confirm comms with MCTS with tug and barge
    - **Need a lead on public affairs**
    - What CG assets are still tasked
    - Conduct proper handover

1535 conference call with WCMRC and Harley Marine to establish asset requirements

- Required to boom the Jake Shearer when arriving at Norman Morrison Bay
- WCMRC will do the booming
- Assets – stand down the landing craft, too small for crossing Milbank Sound in current conditions, keep Eagle Bay tasked and proceed to Norman Morrison Bay
- North bound vessels, Penman, to hold up in Port McNeil overnight
- Tug Ingenika heading south with response equipment
- Create tasking orders for:
    - Helo support for Bella Bella
    - Load boom on contractor vessel from Shearwater – WCMRC
    - Eagle Bay to proceed south
    - Penman to remain in the Port McNeil area overnight
    - Transfer TC inspectors over to Norman Morrison Bay using Cape St James

1600 – Conference Call – see minutes

1715 – Cape St James – brought a Heiltsuk observer out to see the Gulf Cajun and barge arrive at Norman Morrison Bay – all good and proceeding back to LBS at stated time

1759 – Cape St. James secure alongside LBS

1807 – Aircraft "951" touched down in Vancouver

1838 – Barge has anchored in Norman Morrison Bay with 900' of anchor cable

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1928 – Greg Swift arrives in Port Hardy with ICP trailer

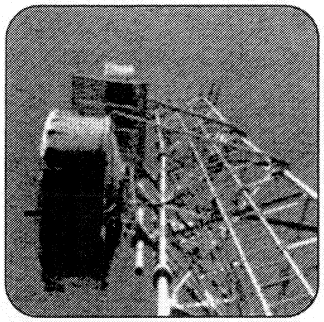
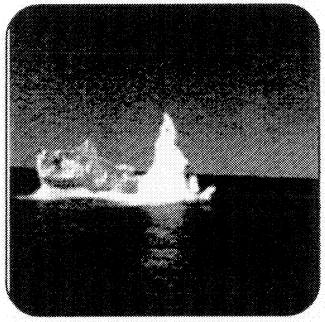
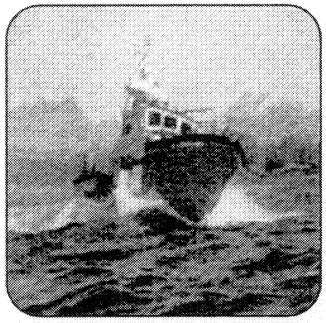
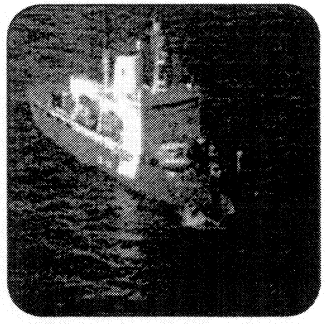
1938 – Tug is boomed

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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

Sécurité d'abord, Service constant

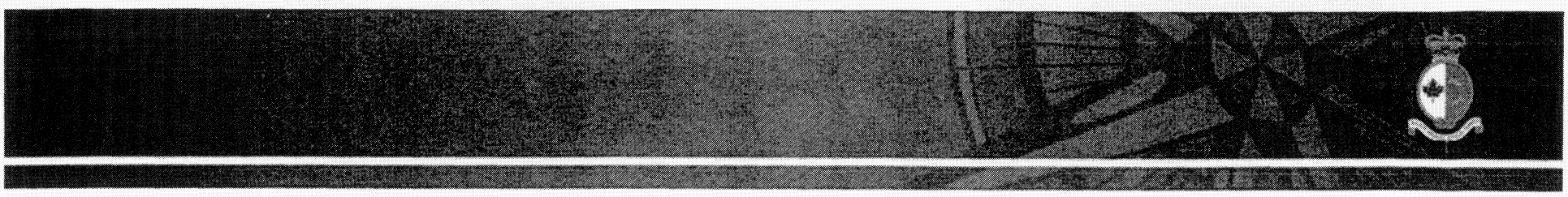
Initial Incident Assessment

Tug Jake Shearer / Barge Adrift / Nov. 26, 2017

SAR/ER – Level 2

Canada

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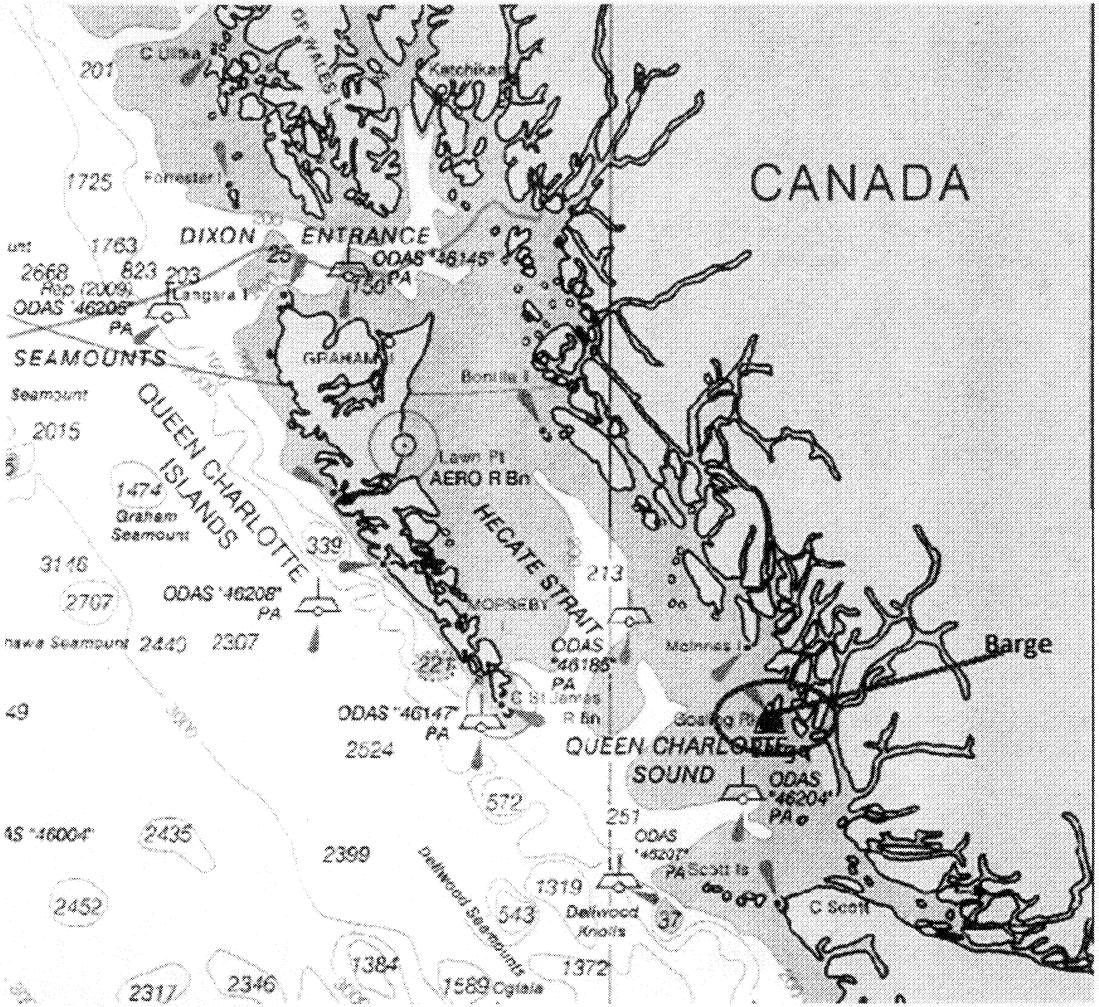
Description of threat/incident:

At 1600 pst, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. 0.5 million litres of gasoline.

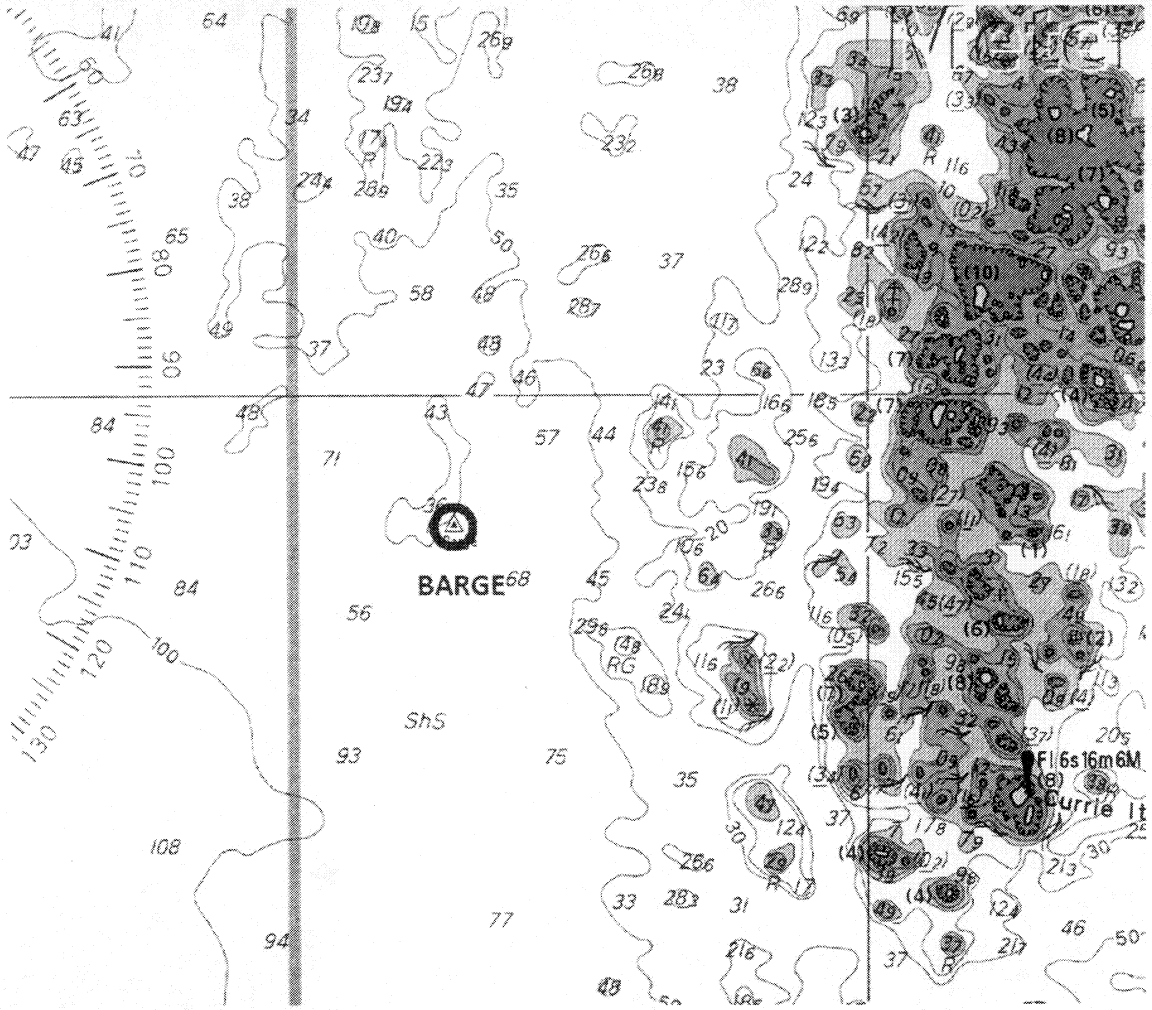
Geographic location of threat / incident:

- **Queen Charlotte Sound, Central Coast, BC**

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Note Barge is only 4 cables from grounding hazard

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Tug Jake Shearer Barge Adrift – Queen Charlotte Sound

USCG Doc #: 1255668
Owner: HARCO Marine LLC, Seattle, WA
Operator: Olympic Tug & Barge, Seattle, WA
Flag: USA
Hailing Port: Portland, OR
Call Sign: WDI2337
Length: 35.36 m
Beam: 10.97 m
Draught: 4.27 m
Tonnage: 261 GT/177 NT
Year of Build: 2015



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Initial Assistant Commissioner Direction:

- **Response priorities:**
  - Activate EOC/ICP level 1
  - Mobilize ER resources to Port Hardy
  - Ready PH CCG Station for ICP role
  - Establish communications schedule with NCC
  - Establish communications schedule with agency reps (EMBC, BCMOE, TC, Heiltsuk Nation, ECCC, WCMRC…)
- **Constraints/Restraints:**
  - -Weather
- -Available platforms for Potential ER

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Critical Information Requirements

- All personnel recovered from barge
- Assist Tug on scene / tow engaged
- Barge dragging anchor
- Bartlett loaded enroute Goose Island AOR
- Media & Local Government RFI's
- Heiltsuk Nation enquiries / concerns raised by elected or hereditary leadership overnight

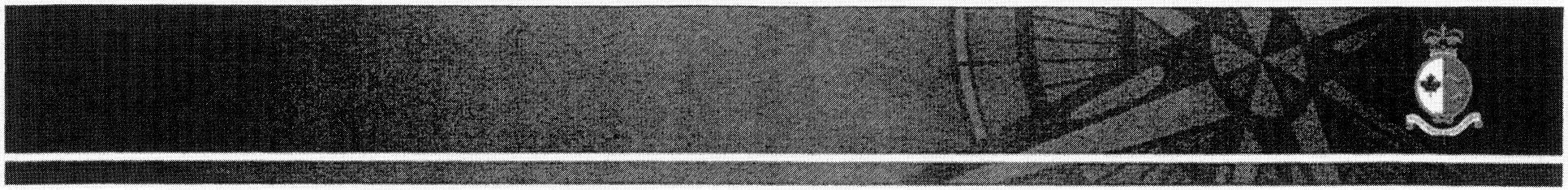
Departments/Agencies currently involved:

EMBC
Heiltsuk Nation
MOE
ECCC
WCMRC
CCG
TC

Initial actions:

- **Dispatch Resources**
- **24/7 EOC Level 1 Activation achieved at 1845L**
- **Determine ICP Location (Port Hardy Coast Guard Station – initial muster point)**
- **Mobilize ER Resources onboard CCGS Bartlett**

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- **Potential impact of incident/threat:**

  Loss of life
- **Loss of property**
- **Environmental impact**

Media attention *(current) to 23:00 Nov. 26*:

- **Province wide media attention – Current**

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Next steps:

On scene:

Take Barge in tow

Regional:

- Mobilize resources potential pollution response
- Stand up ICP in Port Hardy
- EOC develop overnight IAP for period 2

National:

Prepare for Media & Political attention

Prepare for OGD support at National level

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Potential impact of incident:

Threat/Risk	Potential Impact
Environmental damage - extensive	Fishery, and Indigenous community impacts
Isolated, high energy, poor wx, operating area	Time lag to mobilize and sustain response
Interoperation OGD & Public	Loss of public confidence in CCG
Resource Fatigue – mobilizing and responding with limited numbers of personnel and assets	ROC/ER/Fleet Fatigue

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 5:41 PM
To: Haubert, Marie-Christine; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; Williams, Susan; XNAT, CCG Incident GCC
Subject: 17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

NATIONAL INCIDENT NOTIFICATION – INITIAL/UPDATE/CANCELLATION

CANADIAN COAST GUARD – WESTERN REGION – MCTS PRINCE RUPERT

1. Date-Time & Description of Threat/Event:

At 15:41 local time, 26/11/2017, ATB JAKE SHEARER BROKE AWAY FROM A LOADED FUEL BARGE AFTER BEING STRUCK BY A 20FT ROGUE WAVE

2. Anticipated Media Attention:

High

3. Program Reporting:

MCTS Western.

4. Current CCG Actions:

THE CCGS GORDON REID IS PROCEEDING ETA 1930PST, THE TUG NORMA H HAS BEEN TASKED AND ESTIMATES ON SCENE 2300PST, THE TUG OCEAN CLIPPER AND NORTH ARM PROWLER ARE ALSO ASSISTING BY TAKING THE EMPTY BARGE FROM THE NORMA H.

A MARB FOR ASSIST TUG HAS BEEN INTITIATED.

5. Current Actions (other):

6. Initial Analysis/Impact Assessment on CCG:

WEATHER CONDITIONS ARE PREVENTING THE JAKE SHEARER FROM ATTEMPTING TO ATTACH A LINE TO THE BROKEN FREE BARGE.

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7. Notification Provided to:

JRCC

8. Next Steps:

WILL UPDATE WHEN THE CCGS GORDON REID IS ON POSITION AS THEY ARE ANTICIPATED TO BE THE FIRST RESPONDER.

DISCLAIMER ** This information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified/validated by CCG. Therefore, caution should be applied when using this information.

MCTS Prince Rupert

Canadian Coast Guard – Western

Garde côtière canadienne - Ouest

☎ 250-627-3070 – Telephone / Téléphone

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 7:10 PM
To: Middleton, Andrea; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, SAR, JAKE SHEARER- UPDATE #1

1. CCG Region/Incident Name:
At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline.

2. Incident Category/Type:

3. Date/Time:

4. Primary Department(s)/Agency(s):CCG

5. Supporting Departments/Agencies:

6. Regional Location:
a. Province/Territory: BC
b. City: Queen Charlotte Sound, Central Coast
***c.* Amplifying location details (as required):**Goose Group

7. Current Situation:
At 1835 pst the tug crew was able to deploy an anchor from the barge. At this time the anchor is reported to be holding. Current distance off shore Gosling Group is .5 nm.

8. Actions Taken:
Current CCG Actions:

JRCC Victoria: - Gordon Reid tasked. ETA 1930h on scene
-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time.
-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks.
- District 17 (USCG) to look into air launched tow assist kits. Will advise.

Current Actions, Other:

None

9. Media/Public Communications:
Extreme

10. Activities Next 24 Hours:
-Stand up Environmental Response EOC.

-Inquiring with Tug companies for emerg plans, if in place.

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11. Environmental Factors:
Winds WSW30-40kts Seas 10-12ft

12. Significant Issues:

13. Personnel Status:
a. CCG:
b. Others:

14. Equipment Status:
a. CCG:
b. Others:

15. New Requirements:

16. Command Assessment:

17. Next SITREP will be provided at _____ PST

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 9:08 PM
To: Middleton, Andrea; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, SAR, JAKE SHEARER- UPDATE #2

1. CCG Region/Incident Name:
WESTERN / FUEL BARGE ADRIFT
2. Incident Category/Type:
MARINE / M2
3. Date/Time:
27 NOV 2017 / 2035 PDT
4. Primary Department(s)/Agency(s):
CCG / JRCC / ER / TC
5. Supporting Departments/Agencies:

6. Regional Location:
a. Province/Territory: BRITISH COLUMBIA
b. City: N/A
c. Amplifying location details (as required): QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ENROUTE, PRESENT POSITION HAKAI PASS. ETA 45 MIN.
8. Actions Taken:
JRCC Victoria:

- Gordon Reid tasked. ON SCENE.
- Tug Norma H. contracted to assist.
- Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time.
- Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks.
- District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Communications:
Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.
10. Activities Next 24 Hours:
AWAITING ARRIVAL OF CAPABLE TUG.
11. Environmental Factors:

- Pollution potential if barge goes aground.
- Wind W 35kts
- Wave height 12-15 feet
- Air temp. 6

12. Significant Issues:

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members.

13. Personnel Status:

a. CCG: ops normal

b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal

b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead.

16. Command Assessment:

17. 17. Next SITREP will be provided at 2330 OR AS REQUIRED..

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 11:54 PM
To: Middleton, Andrea; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, SAR, JAKE SHEARER- UPDATE #4

1. CCG Region/Incident Name:
WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
MARINE / M2
3. Date/Time:
26 NOV 2017 / 2035 PDT
4. Primary Department(s)/Agency(s):
CCG / JRCC / ER / TC / EMBC / ROC / HELTSUIK NATION /
5. Supporting Departments/Agencies:
CCG / JRCC / ER / TC / EMBC / ROC / HELTSUIK NATION /
6. Regional Location:
a. Province/Territory BRITISH COLUMBIA
b. City: N/A
c. Amplifying location details (as required):
QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN.
8. Actions Taken:
JRCC Victoria: -
Gordon Reid tasked. ON SCENE.
-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug
Out Rocks before proceeding to assist. No eta at this time. Barge dropped and enroute. Eta 0400 pst.
-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H
with barge transfer at Dug Out Rocks.
- District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.
9. Media/Public Communications:
Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.
10. Activities Next 24 Hours:
AWAITING ARRIVAL OF CAPABLE TUG.
11. Environmental Factors:

- Pollution potential if barge goes aground.
  - Wind SW 15-20kts
  - Wave height 12 feet

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- Air temp. 6

12. Significant Issues:
2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members.
13. Personnel Status:
a. CCG: ops normal
b. Others: ops normal
14. Equipment Status:
a. CCG: ops normal
b. Others: ops normal
15. New Requirements:
JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE.
16. Command Assessment:
17. Next SITREP will be provided at 28/0800 PST OR AS REQUIRED..

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-28 6:01 PM
To: Haubert, Marie-Christine; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; Williams, Susan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #8

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #8

SITREP #8 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 28 NOV 2017 / 1749 PST

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/

6. Regional Location:
   a. Province/Territory:
   BRITISH COLUMBIA
   b. City: N/A
   c. Amplifying location details (as required):
   QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
   At 1749 PST, 28 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN. TUG GULF CAJUN PASSED TOW OF DANGEROUS GOODS TO NORMA H AND HAS NOW TAKEN OVER AS THE PRIMARY RESPONSE TUG. GULF CAJUN CURRENTLY ON SCENE WITH THE BARGE, ATTACHING TOW LINE. CCGS GORDON REID AND JAKE SHEARER STANDING BY. UPDATE TO FOLLOW. GULF CAJUN SEEKING DIRECTION ON DESTINATION FOR BARGE. TUG GULF CAJUN NOW ABEAM IVORY ISLAND, SEAFORTH CHANNEL, WITH BARGE IN TOW. CCGS GORDON REID AND TUG JAKE SHEARER ACCOMPANYING TO NORMAN MORRISON BAY. ALL VESSELS NOW IN SHELTERED WATERS. SAR OPERATIONS CONCLUDED. JACK SHEARER, AND GULF CAJUN ARE ANCHORED IN NORMAN MORISON BAY WITH THE BARGE. PRECAUTIONARY BOOM AROUND JACK SHEARER. GORDON REID RUNNING WEATHER COURSES OVERNIGHT IN RAYMOND PASSAGE. CURRENTLY NO CHANGE IN

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THE POSITION OF THE BARGE. TWO TRANSPORT CANADA SAFETY INSPECTORS ARE NOW ONBOARD CONDUCTING AN INSPECTION. STANDBY FOR DAILY UPDATE TOMORROW MORNING.

8. Actions Taken:

ER VICTORIA: - 1515L ENVIRONMENTAL RESONSE ACCEPTS TRANFER OF COMMAND FROM JRCC.

EQUIPMENT TRAILERS FROM SEA ISLAND AND VICTORIA DEPOT STAGED IN PORT HARDY

BARTLETT ETA PORT HARDY 0700L NOVEMBER 28

JRCC Victoria: Gordon Reid tasked. ON SCENE.

Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.

No eta at this time. Barge dropped and enroute. Eta 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.

Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.

District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG. BARGE TO BE TOWED TO SAFE REFUGE, UPCOMING WEATHER A LARGE FACTOR IN CHOICE. DESTINATION TO BE DISCUSSED. TUG AND BARGE TO BE ANCHORED IN NORMAN MORRISON BAY WHERE INSPECTION OF VESSELS TO TAKE PLACE.
TC INSPECTORS ARRIVING ON SCENE TOMORROW. CG HELICOPTER BRINGING ADDITIONAL PERSONNEL TO THE SCENE FROM PORT HARDY, UNIFIED COMMAND ESTABLISHED WITH IC's FROM CCG, BC MOE, HEILTSUK NATION, AND RESPONSIBLE PARTY HARLEY MARINE. INTEND ICP TO COMMECE OPERATIONS NOVEMBER 28 0700.

11. Environmental Factors:

- Pollution potential if barge goes aground.
- Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE. CASE TO BE HANDED OVER TO ENVIRONMENTAL RESPONSE WHEN SAFETY OF CREW ON BARGE CONFIRMED AND BARGE IS SECURELY UNDER TOW AND AWAY FROM SHORE. ALL INVOLVED VESSELS NOW IN SHELTERED WATERS. CASE BEING HANDED OVER TO ENVIRONMENTAL RESPONSE.

16. Command Assessment:

17. Next SITREP will be provided at : 1000 PST NOVEMBER 29

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-28 6:30 PM
To: Haubert, Marie-Christine; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; Williams, Susan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- CORRECTION 1 UPDATE 8

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- CORRECTION 1 UPDATE 8
See additional information in section 7, 9 and 15

SITREP #8 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 28 NOV 2017 / 1749 PST

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/

6. Regional Location:
   a. Province/Territory:
   BRITISH COLUMBIA
   b. City: N/A
   c. Amplifying location details (as required):
   QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:

At 1749 PST, 28 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN. TUG GULF CAJUN PASSED TOW OF DANGEROUS GOODS TO NORMA H AND HAS NOW TAKEN OVER AS THE PRIMARY RESPONSE TUG. GULF CAJUN CURRENTLY ON SCENE WITH THE BARGE, ATTACHING TOW LINE. CCGS GORDON REID AND JAKE SHEARER STANDING BY. UPDATE TO FOLLOW. GULF CAJUN SEEKING DIRECTION ON DESTINATION FOR BARGE. TUG GULF CAJUN NOW ABEAM IVORY ISLAND, SEAFORTH CHANNEL, WITH BARGE IN TOW. CCGS GORDON REID AND TUG JAKE SHEARER ACCOMPANYING TO NORMAN MORRISON BAY. ALL VESSELS NOW IN SHELTERED WATERS. SAR OPERATIONS CONCLUDED. JACK SHEARER, AND GULF

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CAJUN ARE ANCHORED IN NORMAN MORISON BAY WITH THE BARGE. PRECAUTIONARY BOOM AROUND JACK SHEARER. GORDON REID RUNNING WEATHER COURSES OVERNIGHT IN RAYMOND PASSAGE. CURRENTLY NO CHANGE IN THE POSITION OF THE BARGE. TWO TRANSPORT CANADA SAFETY INSPECTORS ARE NOW ONBOARD CONDUCTING AN INSPECTION. STANDBY FOR DAILY UPDATE TOMORROW MORNING.

8. Actions Taken:

ER VICTORIA: - 1515L ENVIRONMENTAL RESONSE ACCEPTS TRANFER OF COMMAND FROM JRCC.

EQUIPMENT TRAILERS FROM SEA ISLAND AND VICTORIA DEPOT STAGED IN PORT HARDY

BARTLETT ETA PORT HARDY 0700L NOVEMBER 28

JRCC Victoria: Gordon Reid tasked. ON SCENE.

Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.

No eta at this time. Barge dropped and enroute. Eta 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.

Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.

District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG. BARGE TO BE TOWED TO SAFE REFUGE, UPCOMING WEATHER A LARGE FACTOR IN CHOICE. DESTINATION TO BE DISCUSSED. TUG AND BARGE TO BE ANCHORED IN NORMAN MORRISON BAY WHERE INSPECTION OF VESSELS TO TAKE PLACE.
TC INSPECTORS ARRIVING ON SCENE TOMORROW. CG HELICOPTER BRINGING ADDITIONAL PERSONNEL TO THE SCENE FROM PORT HARDY, UNIFIED COMMAND ESTABLISHED WITH IC's FROM CCG, BC MOE, HEILTSUK NATION, AND RESPONSIBLE PARTY HARLEY MARINE. INTEND ICP TO COMMENCE OPERATIONS NOVEMBER 28 0700. ICP HAS BEEN STOOD UP IN PORT HARDY. PLAN TO MONITOR AND AWAIT TC INSPECTION RESULTS.

11. Environmental Factors:

- Pollution potential if barge goes aground.
- Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE. CASE TO BE HANDED OVER TO ENVIRONMENTAL RESPONSE WHEN SAFETY OF CREW ON BARGE CONFIRMED AND BARGE IS SECURELY UNDER TOW AND AWAY FROM SHORE. ALL INVOLVED VESSELS NOW IN SHELTERED WATERS. CASE BEING HANDED OVER TO ENVIRONMENTAL RESPONSE. ER HAS ASSUMED

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MONITORING AND ASSISTING AND ARE AWAITING TRANSPORT CANADA INSPECTION REPORT ONCE COMPLETED.

16. Command Assessment:

17. Next SITREP will be provided at : 1000 PST NOVEMBER 29

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 9:42 PM
To: Wootton, Brian; Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody; Imbeau, Michelle; JRCC Victoria / CCCS Victoria (DFO/MPO); [redacted] NCC / CCN (DFO/MPO); Admin_NCC / Admin_CCN (DFO/MPO); Ivany, Gary; Israr Waheed; Girouard, Roger; De Rainville, David; Bate, Dan; rod.pick@rcmp-grc.gc.ca; Whitelaw, Tywana
Subject: JAKE SHEARER CONFERENCE CALL MEETING MINUTES
Attachments: JAKE SHEARER CONFERENCE CALL #2- Nov 26 2017.docx

Please find attached minutes from 2000 PDT conference call.

JAKE SHEARER CONFERENCE CALL
November 26, 2017 2000 PDT
CCG- VICTORIA

ATTENDEES:
Jeff Brady – CCG
Brian Wootton – CCG
Clay Evans – JRCC
Philip Murdock – CCG ER
Tara Lockhart - Manager, Issues Management and Outreach
David De Rainville – CCG Fleet Operations Support
[redacted]- WCMRC
Jody Goffic – ER North Coast
Israr Waheed – TC Duty Officer
Michelle Imbeau –DFO Communications
Gary Ivany – CCG Director OPs Support

CURRENT INFORMATION:

1. **Incident:** 1600 PDT Nov 26, 2017 *"Jake Shearer"* lost control of its barge loaded with 3.5 million litre of diesel and approximately. 0.5 Million litres of gasoline. At 1830 PST, 2 crew from the barge were able to deploy an anchor from the barge. The barge is currently anchored and holding position.
2. The tug is in good shape but cannot engage the barge, because the pin is broken.
3. **Location:** Queen Charlotte Sound, 0.5 NM West of Gosling Rocks.
4. CCGS Gordon Reid arrived on scene at 1940 PDT. They have been directed to standby for safety of 2 crew members on the barge.
5. The Bella Bella Life Boat Station has been tasked as a safety boat.
6. The tug 'Norma H' is the primary barge that has offered to assist. The tug has to swap barges with another tug, the 'Ocean Clipper' in Two Rivers. The 'Norma H' is 55 NM from the 'Jake Shearer'.
7. EOC has been established at the ROC and are ready with a plan and staff.
8. WCMRC has activated a work order and sent to the company of the tug 'Jake Shearer'.

PLANNED OBJECTIVES:

1. The Incident Command Post (ICP) will act out of the EOC for now.
2. An Incident Command Post will be set up at Port Hardy CCG Life Boat Station.

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3. ER is preparing to mobilize boom trailers and ICP gear for Port Hardy from Sea Island Base.
4. ER will be contacting TC to arrange an overhead flight for surveillance in the morning.
5. Transport Canada will have a discussion with Environment Canada regarding places of refuge.
6. EMBC will be contacting ECC to have them reach out to the First Nation communities.

COMMUNICATION PLAN

1. DND public affairs communications is fielding calls from the media.
2. CCG Communications have been in contact and briefed by JRCC.

***Next Teleconference will be held: November 26, 2017 at 2300 PDT**

s.19(1)

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JAKE SHEARER CONFERENCE CALL

November 26, 2017 2000 PDT

CCG- VICTORIA

ATTENDEES:

Jeff Brady – CCG

Brian Wootton – CCG

Clay Evans – JRCC

Philip Murdock – CCG ER

Jody Goffic – ER North Coast

Michelle Imbeau –DFO Communications

Gary Ivany – CCG Director OPs Support

Israr Waheed – TC Duty Officer

[redacted] – WCMRC

Tara Lockhart - Manager, Issues Management and Outreach

David De Rainville – CCG Fleet Operations Support

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***Next Teleconference will be held: November 26, 2017 at 2300 PDT**

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 26, 2017 16:28
To: Middleton, Andrea; McNish, Joanne
Subject: RE: Tug broke tow, loaded fuel barge

Estimated on scene assistance:
Gordon Reid: 19:30L
Norma H (light tug): 22:30L

Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: Middleton, Andrea
Sent: November 26, 2017 16:14
To: McNish, Joanne
Cc: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: RE: Tug broke tow, loaded fuel barge

From SARMaster program

"NTF - Cansarp drift for next 6 hours show N drift for 1.5 miles, then dramatic swing to SE drift toward Hakai Pass, arriving in Airacobra Rk and N Pointer Rocks area by approx 0543Z. Envirocan forecast is predicting switch to NW gales "late this afternoon" for Central Coast McInnes to Pine Island area, so cansarp passes the smell test in that regard."

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: 2017–November-26 4:00 PM
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Middleton, Andrea; Bennett, Bob
Cc: McNish, Joanne; Wootton, Brian
Subject: Tug broke tow, loaded fuel barge

For Your Information

A – tug "Jake Shearer"

B – lost tow, loaded fuel barge, 3.4 million liters

D – 15:43L Nov 26, Queen Charlotte Sound, Queens Sound

E – 50 kts southerly

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F – barge is stable drifing NW, tug attempting hook up.

G – "Gordon Reid" tasked, light tug "North Arm Prowler" tasked to scene

J – 9 persons on board

K -

Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Aviation / ROC (DFO/MPO)

From: Aviation / ROC (DFO/MPO)
Sent: November-26-17 9:35 PM
To: XNCR, NCC-CCN; Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; 'Goffic, Jody'; Lastik, Darryl; CCGS Bartlett - Commanding Officer (BartlettCO@bar.ccgs-ngcc.gc.ca); CCGS Bartlett (BartlettWH@bar.ccgs-ngcc.gc.ca); 'JRCCVictoria@JRCC@Victoria'
Subject: Jake Shearer Initial Incident Brief (November 26 2017).ppt
Attachments: Jake Shearer Initial Incident Brief (November 26 2017).ppt
Attachment provided elsewhere.

NCC, for your SA, EOC Initial Briefing for Jake Shearer Incident.
Note, case remains under the leadership of the SRR Commander and JRCC,

Brian Wootton
Regional Director, Incident Management – Western Region

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Aviation / ROC (DFO/MPO)

From: Aviation / ROC (DFO/MPO)
Sent: November-26-17 9:07 PM
To: Stirling, Andrew TC
Cc: 'Devine, Trevor'; 'Bernard, Phil'; Aviation / ROC (DFO/MPO)
Subject: FW: 114-ALERT-2017-NINP-SAR-JAKE SHEARER-INITIAL
Attachments: 114-ALERT-2017-NINP-SAR-JAKE SHEARER-INITIAL & UPDATE 1.pdf
Attachment provided elsewhere
Importance: High

Hi Andrew

As per my voicemail we have a potential pollution incident unfolding in Queen Charlotte Sound. Below is the SITREP Info

Right now the tasking is to have you transport 4people from Sea Island to Port Hardy first thing in the morning. Names and weights to follow.
If you can please be ready to go at first light, we'll send you further details as we get them. We are hoping the situation will resolve itself, if not we'll need you first thing in the morning,

Thank You,
Andrea

17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

NATIONAL INCIDENT NOTIFICATION – INITIAL/UPDATE/CANCELLATION
CANADIAN COAST GUARD – WESTERN REGION – MCTS PRINCE RUPERT

1. Date-Time & Description of Threat/Event:

At 15:41 local time, 26/11/2017, ATB JAKE SHEARER BROKE AWAY FROM A LOADED FUEL BARGE AFTER BEING STRUCK BY A 20FT ROGUE WAVE

2. Anticipated Media Attention:

High

3. Program Reporting:

MCTS Western.

4. Current CCG Actions:

THE CCGS GORDON REID IS PROCEEDING ETA 1930PST, THE TUG NORMA H HAS BEEN TASKED AND ESTIMATES ON SCENE 2300PST, THE TUG OCEAN CLIPPER AND NORTH ARM PROWLER ARE ALSO ASSISTING BY TAKING THE EMPTY BARGE FROM THE NORMA H.

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A MARB FOR ASSIST TUG HAS BEEN INTITIATED.

5. Current Actions (other):

6. Initial Analysis/Impact Assessment on CCG:

WEATHER CONDITIONS ARE PREVENTING THE JAKE SHEARER FROM ATTEMPTING TO ATTACH A LINE TO THE BROKEN FREE BARGE.

7. Notification Provided to:

JRCC

8. Next Steps:

WILL UPDATE WHEN THE CCGS GORDON REID IS ON POSITION AS THEY ARE ANTICIPATED TO BE THE FIRST RESPONDER.

DISCLAIMER ** This information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified/validated by CCG. Therefore, caution should be applied when using this information.

MCTS Prince Rupert
Canadian Coast Guard – Western
Garde côtière canadienne - Ouest
☎ 250-627-3070 – Telephone / Téléphone

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-26-17 9:26 PM
To: Moxey, Tom; XPAC CCG Station Sea Island; McNish, Joanne; CCG Stn Kitsilano OIC/OIC Stn GCC Kitsilano (DFO/MPO); Lettau, Rhona
Cc: Brady, Jeff; Wootton, Brian; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); 'lauriercho@swl.ccgs-ngcc.gc.ca'; 'CCGS-NGCC, Bartlett Captain'; Rolinski, Regina; Harding, Ashleigh; Ivanisevic, Lynda
Subject: RE: PRV III and CG 701 Crew update.

In confirmation to my last email.

PRV III (Crew all from Sea Island)
- Coxwain Tom Moxey
- Crew: John Grove, Cam Knight

CG 701
- Coxwain Jeff MacDonald
- Crew: Nikola Bazijanec (SWL), Paul McLennan (SWL), Justin Stock (Bartlett).

Nik, Paul and Justin will be on the 0800 flight to Downtown Vancouver tomorrow morning.
Vessels will travel together in tandem.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-26-17 8:46 PM
To: Moxey, Tom; XPAC CCG Station Sea Island; McNish, Joanne; CCG Stn Kitsilano OIC/OIC Stn GCC Kitsilano (DFO/MPO); Lettau, Rhona
Cc: Brady, Jeff; Wootton, Brian; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); 'lauriercho@swl.ccgs-ngcc.gc.ca'; 'CCGS-NGCC, Bartlett Captain'
Subject: PRV III and CG 701

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All,
We are actively working to crew up the PRV III at Sea Island, and the CG 701, also at Sea Island. We are intending to transit both boats to Port Hardy in the morning of November 27.

At this time, I have the following:

PRV III Cox'n Tom Moxey
Crew – John Grove
Crew – Bartlett 1

CG 701 Cox'n Jeff MacDonald
Crew – Nick Bazianik (Laurier)
Crew – Paul McLennan (Laurier)

The crew from Victoria will most likely be flying over on the first flight in the morning. Arriving Downtown Vancouver at 0835. Drive over to Sea Island with a reasonable departure time of both vessels of 1000.

Tom will work on getting food and water for both boats.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

s.16(2)

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-26-17 9:58 PM
To: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: FW: Accommodations / ICP

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: Brady, Jeff
Sent: November-26-17 9:38 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Lettau, Rhona
Cc: Wootton, Brian
Subject: Accommodations / ICP

Port Hardy:

- Kwa'lilas Hotel
  - There are many rooms available
  - ICP - Ballroom available until the 9th
- Quarter Deck Inn
  - There are many rooms available. **I have reserved 10 rooms for CCG.** These are not on a Credit Card.

Bella Bella:

- Shearwater
  - Left messages. Waiting for callback

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale

No information has been removed or severed from this page

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Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-26-17 11:55 PM
To: CCG Stn Kitsilano OIC/OIC Stn GCC Kitsilano (DFO/MPO); XPAC CCG Station Sea Island; Moxey, Tom
Cc: Main Ops Officer / Agent principal des Ops (DFO/MPO); Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); McNish, Joanne; 'Wootton, Brian'; 'Brady, Jeff'; Lastik, Darryl
Subject: Jeff MacDonald, PRV III

Jeff.

ER has decided that the PRV III at Kits Base is the better of the two vessels, and would prefer that it head north.
My suggestion for the morning is:

- Jeff MacDonald meet Harbour air flight at 0835 and pick up 3 crew.
  - **Justin Stock,** [redacted]
  - **Nikola Bazijanec,** [redacted]
  - **Paul Mclennan,** [redacted]

From there, head to Sea Island with the PRV III and working with the Sea Island crew, divide the crew, and depart. Sailing together towards Port Hardy.

Tom:
Jeffs Cell phone is [redacted]

Jeff:
Tom can be reached at Sea Island 604-278-7717

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
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ROCPlanning@dfo-mpo.gc.ca

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Wind in the Willows

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Coulombe, Amber

From: Ivany, Gary
Sent: Monday, November 27, 2017 12:30 AM
To: Lockhart, Tara
Cc: Olson, Kathleen; Parisien, Renée; Wells, William; Lebel, Mathieu
Subject: Fw: Fuel barge adrift, Goose Island

Sent from my BlackBerry 10 smartphone on the Rogers network.
Original Message
From: Hutchinson, Jeffery <Jeffery.Hutchinson@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 12:25 AM
To: Dick, Robert; Girouard, Roger; Pelletier, Mario; Reid, Rebecca; Catherine Lappe; Ivany, Gary; Olson, Kathleen; Myers, Yvette
Cc: Bate, Dan; Imbeau, Michelle; Williams, Susan
Subject: Re: Fuel barge adrift, Goose Island

We cover the QP from this end.

Sent from my BlackBerry 10 smartphone on the Rogers network.
Original Message
From: Dick, Robert
Sent: Monday, November 27, 2017 12:07 AM
To: Girouard, Roger; Hutchinson, Jeffery; Pelletier, Mario; Reid, Rebecca; Catherine Lappe; Ivany, Gary; Olson, Kathleen; Myers, Yvette
Cc: Bate, Dan; Imbeau, Michelle; Williams, Susan
Subject: Re: Fuel barge adrift, Goose Island

See Heiltsuk release, below (thanks, Catherine). Roger, are you developing a QP / PIC?
[cid:image001.jpg@01D366F9.E69A7B50]<https://www.facebook.com/heiltsuk.council/?ref=nf&hc_ref=ARRVcSbncEBeuCawMLfJP46rvHNiKX9vhchayYm81XfTSlgXsF-IyjJxdOxNYWjfbEE>

Heiltsuk Tribal
Council<https://www.facebook.com/heiltsuk.council/?hc_ref=ARS8bjzQ14hcTVtceH1MZHhz_HPXIECxL9oLZBZO5DiEQX9zeY0NmuE4AQ9XSbH2srM&fref=nf>
2 hrs<https://www.facebook.com/heiltsuk.council/posts/1893865343961027> ·

https://www.facebook.com/heiltsuk.council/posts/1893865343961027

For Immediate Release
November 26, 2017
Bella Bella, Heiltsuk Territory
Jake Shearer, American-owned articulated tug and barge (ATB), is in distress in Heiltsuk waters Heiltsuk Tribal Council has become aware that Jake Shearer, an American-owned articulated tug and barge (ATB), is in distress in Heiltsuk

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waters about 2 nautical miles south of Goose Island. The vessel is believed to be carrying a full load of oil products; if so, it may have up to 10,000 tons of fuel on board.
Preliminary reports suggest that the vessel has lost power and dropped the barge's anchor. We understand that the Canadian Coast Guard vessel Gordon Reid has been tasked with an initial response and expects to reach the stricken vessel around 19:30 with the intention of attaching a tow line. HTC and our stewardship office are in close contact with Prince Rupert Coast Guard to monitor the situation.
This ATB is similar to the Nathan E. Stewart, the tug and barge which ran around in Seaforth Channel last fall, devastating marine resources when it spilled over 100,000 L of diesel. That response was complicated by turbulent coastal weather conditions similar to those we are experiencing tonight.
Heiltsuk vessels, including our Guardian Watchmen, will be on scene as soon it is safe to attend to the situation in local vessels.
This incident highlights the desperate need for Indigenous-led response capacity on the central coast. Heiltsuk will continue to push forward our proposal for an Indigenous Marine Response Centre, and in the meantime, we will provide an update on this developing emergency situation as more information becomes available.
Marilyn Slett
Heiltsuk Tribal Council
(250) 957-7721

Sent from my BlackBerry 10 smartphone on the Rogers network.
From: Girouard, Roger
Sent: Sunday, November 26, 2017 8:51 PM
To: Hutchinson, Jeffery; Pelletier, Mario; Reid, Rebecca; Dick, Robert; Catherine Lappe; Ivany, Gary; Olson, Kathleen
Cc: Bate, Dan; Imbeau, Michelle; Williams, Susan
Subject: Fw: Fuel barge adrift, Goose Island

Event stable but conditions remain challenging. Anchor holding, Reid on scene. 2 sould on barge remain pre-eminent concern, Now we wait in ' do no harm' mode and allow conditions to ease till larger tug arrives (6-7) hoursm Watching...
R

Sent from my BlackBerry 10 smartphone on the Rogers network.
From: Tasker, Paul <Paul.Tasker@dfo-mpo.gc.ca>
Sent: Sunday, November 26, 2017 8:47 PM
To: ROC1 / COR1 (DFO/MPO)
Cc: McNish, Joanne; Girouard, Roger; Murdock, Philip; Evans, Clay; Steve.Jorgensen@forces.gc.ca
Subject: Fuel barge adrift, Goose Island

SITREP #3 – FUEL BARGE ADRIFT – GOOSE ISLAND

1. CCG Region/Incident Name:
WESTERN / FUEL BARGE ADRIFT
2. Incident Category/Type:
MARINE / M2
3. Date/Time: 27 NOV 2017 / 2035 PDT

4. Primary Department(s)/Agency(s):
CCG / JRCC / ER / TC
5. Supporting Departments/Agencies:

6. Regional Location:

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a. Province/Territory:
BRITISH COLUMBIA
b. City: N/A
c. Amplifying location details (as required):
QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ENROUTE, PRESENT POSITION HAKAI PASS. ETA 45 MIN.

8. Actions Taken:
JRCC Victoria: - Gordon Reid tasked. ON SCENE.
-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time.
-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks.
- District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.
9. Media/Public Commcunications:
Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:
AWAITING ARRIVAL OF CAPABLE TUG.

11. Environmental Factors:

* Pollution potential if barge goes aground.
* Wind W 35kts
* Wave height 12-15 feet
* Air temp. 6

12. Significant Issues:
2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members.
13. Personnel Status:
a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:
a. CCG: ops normal
b. Others: ops normal

15. New Requirements:
JRCC leading case until ER EOC is stood up and takes over as lead.

16. Command Assessment:

17. Next SITREP will be provided at 2330 OR AS REQUIRED..

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

Paul Tasker

Acting Regional Supervisor
Marine Search and Rescue (RSMS)
Western Region, Canadian Coast Guard
Joint Rescue Co-ordination Centre
Victoria, Canada
[cid:image001.png@01D366E9.5FBF44E0] 250-413-8923

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Coulombe, Amber

From: Nielsen, Ingrid
Sent: Monday, November 27, 2017 7:22 AM
To: Bate, Dan; Stanek, Frank; Saindon, Carole; NCR Media RCN (DFO/MPO)
Cc: Hubley , Marian; Smith, Kathleen; Parisien, Renée; Wells, William; Reid, Rebecca; Girouard, Louise; Imbeau, Michelle
Subject: Urgent - for ccg approval - jack shearer ship

Importance: High

Dan, these would only be considered Pacific final, not actually final since they do NOT have HQ approvals as far as I have tracked this. And it needs mino.

Renée, Will, pls let me know if you have sent to ccg hq. Maybe to expedite, we should send to Mario and CO same time?

Thanks
I

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Bate, Dan
Sent: Monday, November 27, 2017 12:39 AM
To: Stanek, Frank; Saindon, Carole; NCR Media RCN (DFO/MPO)
Cc: Hubley , Marian; Nielsen, Ingrid; Smith, Kathleen; Parisien, Renée; Wells, William; Reid, Rebecca; Girouard, Louise; Imbeau, Michelle
Subject:

Hi Frank/Carole - emerging issue this evening.
Media lines have been prepared for your morning first thing.

There is an update call at 23h00 Pacific which we'll take from here. If there are any further updates we'll send up, but unless you hear from us consider this final.

Thanks,
Dan

Issue: At 1600 PST, on Sunday, November 27 2017, the tugboat *Jake Shearer* lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 knot southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with about 3.5 million litre of diesel and approximately 0.5 million litres of gasoline.

The area is within Heiltsuk Territory, an area which was impacted by the sinking of another US tug the Nathan E. Stewart in 2016. CCG has been in discussion with the First Nation. The Chief and councilors have been active on social media channels. Media have been directed to the Joint Rescue Coordination Centre (JRCC), as this is considered an active SAR case.

Heiltsuk News Release: https://www.facebook.com/heiltsuk.council/posts/1893865343961027

Approved by: Roger Girouard, Assistant Commissioner, Western Region.

Recommendation: As this is a unfolding Search and Rescue case the Joint Rescue Coordination Centre will be handling all media calls. This is expected to change once the SAR case closes (likely tomorrow am).

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Proposed messaging:

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds have prevented recovery of the barge at this time.
- Canadian Coast Guard ship *Gordon Reid* is on-site and as standing by.
- Two people from the tug crew are on-board the barge. The barge has dropped anchor which is holding.
- Coast Guard is standing by in the event that a search and rescue is required.
- Other tugs will be enroute to assist.

If pressed:

- The barge is loaded with approximately 3.5 million litres of diesel and approximately 0.5 million litres of gasoline.
- The Tug *Jake Shearer* is a pusher type tug. Due to the nature of the incident it is not able to effect a rescue of the barge.

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Coulombe, Amber

From: Lebel, Mathieu
Sent: Monday, November 27, 2017 8:06 AM
To: Parisien, Renée
Subject: RE: FOR APPROVAL: ML Jake Shearer

Désolé du tas de courriel, mais prends bel et bien la derniere version stp. J'ai fait d'autres changements.

Merci!!

De : Lebel, Mathieu
Envoyé : 27 novembre 2017 08:05
À : Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>
Cc : Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca>
Objet : RE: FOR APPROVAL: ML Jake Shearer

Approved by Mario.

Renée, FYI nous avons changé la date (Nov 26 – Thanks Derek!)

Good to go, merci.

Mathieu

De : Lebel, Mathieu
Envoyé : 27 novembre 2017 08:02
À : Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>
Cc : Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca>
Objet : RE: FOR APPROVAL: ML Jake Shearer

Mario, revised version for your approval.

ML

De : Parisien, Renée
Envoyé : 27 novembre 2017 07:40
À : Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>
Cc : Lebel, Mathieu <Mathieu.Lebel@dfo-mpo.gc.ca>; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca>
Objet : FOR APPROVAL: ML Jake Shearer
Importance : Haute

Good morning,

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Below are media lines regarding the incident near Goose Island for you approval. AC Girouard has approved. We expect updates throughout the day.

Renee

Background: At 1600 PST, on Sunday, November 26 2017, the tugboat *Jake Shearer* lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 knot southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with about 3.5 million litre of diesel and approximately 0.5 million litres of gasoline.

The area is within Heiltsuk Territory, an area which was impacted by the sinking of another US tug the Nathan E. Stewart in 2016. CCG has been in discussion with the First Nation. The Chief and councilors have been active on social media channels. Media have been directed to the Joint Rescue Coordination Centre (JRCC), as this is considered an active SAR case.

Heiltsuk News Release: https://www.facebook.com/heiltsuk.council/posts/1893865343961027

Approved by: Roger Girouard, Assistant Commissioner, Western Region.

Recommendation: As this is a unfolding Search and Rescue case the Joint Rescue Coordination Centre will be handling all media calls. This is expected to change once the SAR case closes (likely tomorrow am).

Proposed messaging:

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds have prevented recovery of the barge at this time.
- Canadian Coast Guard ship *Gordon Reid* is on-site and taking charge as incident commander.
- Additional resources and equipment being mobilized in Port Hardy.
- Two people from the tug crew are on-board the barge. The barge has dropped anchor which is holding.
- Other tugs will be enroute to assist.

If pressed:

- The barge is loaded with approximately 3.5 million litres of diesel and approximately 0.5 million litres of gasoline.
- The Tug *Jake Shearer* is a pusher type tug. Due to the nature of the incident it is not able to effect a rescue of the barge.

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Coulombe, Amber

From:		Hubley , Marian
Sent:	s.19(1)	Monday, November 27, 2017 12:21 PM
To:	s.21(1)(b)	Parisien, Renée; Nielsen, Ingrid
Subject:		Re: 17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Parisien, Renée
Sent: Monday, November 27, 2017 12:13 PM
To: Hubley , Marian; Nielsen, Ingrid
Subject: RE: 17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

We will actually update the lines and resend them. So the ones he currently has will soon be obsolete. Also, Dan was communicating directly with the CO overnight, so not sure if they had exchanges with regards to lines.

De : Hubley , Marian
Envoyé : November-27-17 12:12 PM
À : Parisien, Renée; Nielsen, Ingrid
Objet : Re: 17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Parisien, Renée
Sent: Monday, November 27, 2017 12:07 PM
To: Hubley , Marian; Nielsen, Ingrid
Subject: RE: 17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

The lines are with the CO's office and I am just waiting on a status update from Will, who took the last meeting.

De : Hubley , Marian
Envoyé : November-27-17 12:06 PM
À : Parisien, Renée; Nielsen, Ingrid
Objet : Re: 17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

What is the status on this issue and what happened to the media lines?

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Parisien, Renée
Sent: Monday, November 27, 2017 12:01 PM

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To: Nielsen, Ingrid; Hubley, Marian
Subject: TR: 17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

I have not spent a huge amount of time on a forensic investigation, but here is the lowdown on comms so far for the West coast incident:

- We received the initial incident notification at 8:41 pm last night (not comms)
- We received another update from the ROC at 10:10 pm (not comms)
- We received the attached email from Dan at 10:22 pm
- Michelle Imbeau sent draft, unapproved lines at 11:25 pm
- Michelle sent AC approved lines at 12:26 am
- Dan sent an email to Media Relations sending 'final' media lines to them for use in the morning at 12:40 am.

Hope this helps.

Renée

De : ROC1 / COR1 (DFO/MPO)
Envoyé : November-26-17 8:41 PM
À : Haubert, Marie-Christine; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; Williams, Susan; XNAT, CCG Incident GCC
Objet : 17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

17-114, Incident Initial Notification, SAR, JAKE SHEARER - Initial

NATIONAL INCIDENT NOTIFICATION – INITIAL/UPDATE/CANCELLATION

CANADIAN COAST GUARD – WESTERN REGION – MCTS PRINCE RUPERT

1. Date-Time & Description of Threat/Event:

At 15:41 local time, 26/11/2017, ATB JAKE SHEARER BROKE AWAY FROM A LOADED FUEL BARGE AFTER BEING STRUCK BY A 20FT ROGUE WAVE

2. Anticipated Media Attention:

High

3. Program Reporting:

MCTS Western.

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4. Current CCG Actions:

THE CCGS GORDON REID IS PROCEEDING ETA 1930PST, THE TUG NORMA H HAS BEEN TASKED AND ESTIMATES ON SCENE 2300PST, THE TUG OCEAN CLIPPER AND NORTH ARM PROWLER ARE ALSO ASSISTING BY TAKING THE EMPTY BARGE FROM THE NORMA H.

A MARB FOR ASSIST TUG HAS BEEN INTITIATED.

5. Current Actions (other):

6. Initial Analysis/Impact Assessment on CCG:

WEATHER CONDITIONS ARE PREVENTING THE JAKE SHEARER FROM ATTEMPTING TO ATTACH A LINE TO THE BROKEN FREE BARGE.

7. Notification Provided to:

JRCC

8. Next Steps:

WILL UPDATE WHEN THE CCGS GORDON REID IS ON POSITION AS THEY ARE ANTICIPATED TO BE THE FIRST RESPONDER.

DISCLAIMER ** This information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified/validated by CCG. Therefore, caution should be applied when using this information.

MCTS Prince Rupert

Canadian Coast Guard – Western

Garde côtière canadienne - Ouest

☎ 250-627-3070 – Telephone / Téléphone

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Coulombe, Amber

From: s.19(1) Hubley , Marian
Sent: s.21(1)(b) Monday, November 27, 2017 1:13 PM
To: Parisien, Renée
Cc: Nielsen, Ingrid
Subject: Re: Can I get a status update pls on the west coast barge issue?

[redacted]

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Parisien, Renée
Sent: Monday, November 27, 2017 1:10 PM
To: Hubley , Marian
Cc: Nielsen, Ingrid
Subject: RE: Can I get a status update pls on the west coast barge issue?

[redacted]

De : Hubley , Marian
Envoyé : November-27-17 1:08 PM
À : Parisien, Renée
Cc : Nielsen, Ingrid
Objet : Re: Can I get a status update pls on the west coast barge issue?

[redacted] Hopefully will hear more from Dan soon.

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Parisien, Renée
Sent: Monday, November 27, 2017 1:05 PM
To: Hubley , Marian
Cc: Nielsen, Ingrid
Subject: RE: Can I get a status update pls on the west coast barge issue?

[redacted] Will just provided the latest info he had.

Renée

De : Hubley , Marian
Envoyé : November-27-17 1:04 PM
À : Wells, William; Bate, Dan; Parisien, Renée; Nielsen, Ingrid; Girouard, Louise
Cc : Imbeau, Michelle
Objet : Re: Can I get a status update pls on the west coast barge issue?

Ok thanks. This appears to be not as up to date as dan's update. Are lines being updated now? What is status_eta?

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ent from my BlackBerry 10 smartphone on the Rogers network.

From: Wells, William
Sent: Monday, November 27, 2017 1:00 PM
To: Hubley , Marian; Bate, Dan; Parisien, Renée; Nielsen, Ingrid; Girouard, Louise
Cc: Imbeau, Michelle
Subject: RE: Can I get a status update pls on the west coast barge issue?

Thanks Dan.

Marian, if you needed further info for briefing purposes Marian, we also have the below:

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge.
- The barge is loaded with approximately 3.5 million litres of diesel and approximately 0.5 million litres of gasoline.
- The Tug *Jake Shearer* is a pusher type tug. Due to the nature of the incident it is not able to effect a rescue of the barge.
- Canadian Coast Guard ship *Gordon Reid* is on-site and taking charge as incident commander.
- CCGS *Bartlett* is on its way to the scene to lend support, and is brining further environmental response equipment.
- Additional environmental response equipment is being sent to the scene by land.
- Two people from the tug crew are on-board the barge. The barge has dropped anchor which is holding.
- A tug is now on site to two the vessel when ready. CCGS *Gordon Reid* will escort the vessels to a safe location once the tow is established. The two people on board are safe on the barge.
- Coast Guard is working closely with local First Nations, the Province of British Columbia and federal partners.

From: Hubley , Marian
Sent: November-27-17 12:58 PM
To: Bate, Dan; Parisien, Renée; Nielsen, Ingrid; Girouard, Louise; Wells, William
Cc: Imbeau, Michelle
Subject: Re: Can I get a status update pls on the west coast barge issue?

Thank you!

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Bate, Dan
Sent: Monday, November 27, 2017 12:57 PM
To: Hubley , Marian; Parisien, Renée; Nielsen, Ingrid; Girouard, Louise; Wells, William
Cc: Imbeau, Michelle
Subject: RE: Can I get a status update pls on the west coast barge issue?

Hi Marian – latest update

Tow hookup has been successful. Tug and Barge are slowly moving northwest @ 3kt, some three miles off the coast. Given weather forecast, aim is position the barge in more protected water to assess condition and await another pusher tug. CCGS Gordon Reid will continue escort the tow. CCG and partners are continuing to move in assets to Port Hardy and Shearwater (Bella Bella).

Not out of the woods just yet, but this is a positive development. At this stage we're still directing media calls to JRCC, but they are being overloaded with another incident so we may have to shift.

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Wouldn't recommend a statement at this time due to the fluid nature of the incident.
May be something to look at later.

Dan

From: Hubley , Marian
Sent: November-27-17 9:42 AM
To: Parisien, Renée; Nielsen, Ingrid; Girouard, Louise; Bate, Dan; Wells, William
Subject: Can I get a status update pls on the west coast barge issue?

Both operational and comms-wise. Do we have a spokes we will be putting out on this? . I hear lines are being updated. What is the eta. Do we need to issue a statement?

Sent from my BlackBerry 10 smartphone on the Rogers network.

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Coulombe, Amber

From: Hubley , Marian
Sent: Monday, November 27, 2017 1:37 PM
To: Wells, William; Bate, Dan; Saindon, Carole; NCR Media RCN (DFO/MPO)
Cc: Nielsen, Ingrid; Parisien, Renée; Girouard, Louise; Imbeau, Michelle
Subject: Re: For approval: Various outlets, Jake Shearer tug and barge, BC Central Coast

Thanks!

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Wells, William
Sent: Monday, November 27, 2017 1:36 PM
To: Bate, Dan; Saindon, Carole; NCR Media RCN (DFO/MPO)
Cc: Hubley , Marian; Nielsen, Ingrid; Parisien, Renée; Girouard, Louise; Imbeau, Michelle
Subject: RE: For approval: Various outlets, Jake Shearer tug and barge, BC Central Coast

Thanks Dan, moving lines and blanket approval approach through CCG HQ now.

Thanks! Will

From: Bate, Dan
Sent: November-27-17 1:35 PM
To: Saindon, Carole; NCR Media RCN (DFO/MPO)
Cc: Hubley , Marian; Nielsen, Ingrid; Parisien, Renée; Wells, William; Girouard, Louise; Imbeau, Michelle
Subject: For approval: Various outlets, Jake Shearer tug and barge, BC Central Coast

Hi Carole – update media lines and potential strategy for a response later today.
Looking for approval. Media lines mirror what was prepared late lastnight with a couple updates (in yellow highlight).

Let us know when we're ok to proceed.

Thanks,
Dan

Issue: At 1600 PST, on Sunday, November 27 2017, the tugboat *Jake Shearer* lost control of its barge south of Goose Island, Queen Charlotte Sound. Weather made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approximately 0.5 million litres of gasoline. The area is within Heiltsuk Territory, an area which was impacted by the sinking of another US tug the Nathan E. Stewart in 2016. CCG has been in discussion with the Province, Federal partners and the Heiltsuk First Nation. Media have been directed to the Joint Rescue Coordination Centre (JRCC), as this is considered an active SAR case.

The Heiltsuk chief and councillors have been active on social media channels. Heiltsuk News Release: https://www.facebook.com/heiltsuk.council/posts/1893865343961027

Recommendation: As the incident progresses away from a Search and Rescue case, it is anticipated that further media calls will be directed to CCG Western Region. At this point we would recommend an experienced spokesperson (Likely CCG AC Western) who would provide comment from Victoria/Port Hardy. I would suspect that as we move further down the road, additional media will be interested in the same interview. This would be helpful to explain CCG's efforts to mobilize resources in response to a SAR and potential Environmental Response case. We are looking for blanket approval for further requests. Given volumes it may be appropriate to hold a batched media avail.

Media Outlets: CTV Vancouver Island, CHEK, CBC Victoria, Global TV, CKNW, Canadian Press, Victoria Times Colonist.

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Media Lines:

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge is loaded with approximately 3.5 million litres of diesel and approximately 0.5 million litres of gasoline.

- A tow hookup between a response tug and the barge has been successful. At this time the tug and barge are in transit three miles off the coast. Given weather forecast, the aim is position the barge in protected waters to assess condition and await another pusher tug. Two crew remain on-board the barge to assist in towing efforts.

- *CCGS Gordon Reid* it currently escorting the tow. CCG and partners are continuing to move in assets to Port Hardy and Shearwater (Bella Bella).

- The tug *Jake Shearer* is a pusher type tug. Due to the nature of the incident it was not able to effect a rescue of the barge.

- Canadian Coast Guard ship *Gordon Reid* has been on-site through the night and has charge as incident commander. CCGS *Bartlett* is on its way to the scene to lend support, and is brining further environmental response equipment. Additional environmental response equipment is being sent to the scene by land.

- Coast Guard is working closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.

Dan Bate
Team Lead, Communications
Fisheries and Oceans Canada Pacific Region / Canadian Coast Guard / Government of Canada
Dan.Bate@dfo-mpo.gc.ca / Tel: (604) 775-8809 / Cell:

Chef d'équipe, communications
Pêches et Océans Canada, région du Pacifique / Garde côtière canadienne / Gouvernement du Canada
Dan.Bate@dfo-mpo.gc.ca / Tél : (604) 775-8809 / Tél. cell. :

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Coulombe, Amber

From: Nielsen, Ingrid
Sent: Monday, November 27, 2017 5:03 PM
To: Gareau, Laura
Cc: Lavigne, Kevin; Hubley , Marian; Parisien, Renée; Wells, William; Lebel, Mathieu; Hill, Johanna; Girouard, Louise; Bate, Dan; Imbeau, Michelle
Subject: RE: URGENT APPROVAL: Various media outlets - Jake Shearer tug and barge, BC Central Coast

Importance: High

Thanks.

Dan/Carole – can you pls send Laura the call in information asap?

And are we getting a transcript done of this?

Ingrid

From: Gareau, Laura
Sent: November-27-17 5:01 PM
To: Nielsen, Ingrid <Ingrid.Nielsen@dfo-mpo.gc.ca>
Cc: Lavigne, Kevin <Kevin.Lavigne@dfo-mpo.gc.ca>; Hubley , Marian <Marian.Hubley@dfo-mpo.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>; Wells, William <William.Wells@dfo-mpo.gc.ca>; Lebel, Mathieu <Mathieu.Lebel@dfo-mpo.gc.ca>; Hill, Johanna <Johanna.Hill@dfo-mpo.gc.ca>; Girouard, Louise <Louise.Girouard@dfo-mpo.gc.ca>; Bate, Dan <Dan.Bate@dfo-mpo.gc.ca>; Imbeau, Michelle <Michelle.Imbeau@dfo-mpo.gc.ca>
Subject: RE: URGENT APPROVAL: Various media outlets - Jake Shearer tug and barge, BC Central Coast

Fine with this, thanks.

From: Nielsen, Ingrid
Sent: Monday, November 27, 2017 4:53 PM
To: Gareau, Laura <Laura.Gareau@dfo-mpo.gc.ca>
Cc: Lavigne, Kevin <Kevin.Lavigne@dfo-mpo.gc.ca>; Hubley , Marian <Marian.Hubley@dfo-mpo.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>; Wells, William <William.Wells@dfo-mpo.gc.ca>; Lebel, Mathieu <Mathieu.Lebel@dfo-mpo.gc.ca>; Hill, Johanna <Johanna.Hill@dfo-mpo.gc.ca>; Girouard, Louise <Louise.Girouard@dfo-mpo.gc.ca>; Bate, Dan <Dan.Bate@dfo-mpo.gc.ca>; Imbeau, Michelle <Michelle.Imbeau@dfo-mpo.gc.ca>
Subject: URGENT APPROVAL: Various media outlets - Jake Shearer tug and barge, BC Central Coast
Importance: High

Hi Laura,
As discussed. Pls let us know that you are ok with this going forward.

Ingrid

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From: Bate, Dan
Sent: November-27-17 4:50 PM
To: Nielsen, Ingrid <Ingrid.Nielsen@dfo-mpo.gc.ca>; Hubley , Marian <Marian.Hubley@dfo-mpo.gc.ca>; Saindon, Carole <Carole.Saindon@dfo-mpo.gc.ca>
Cc: Girouard, Louise <Louise.Girouard@dfo-mpo.gc.ca>; Wells, William <William.Wells@dfo-mpo.gc.ca>
Subject: RE: URGENT APPROVAL: Various media outlets - Jake Shearer tug and barge, BC Central Coast

Hi Ingrid, as discussed.

We have approximately 8 outlets who are requesting an update from CCG/DFO on the ongoing issue. Our plan was to put our spokesperson out to respond on a one on one basis, however due to volume and constraints on Roger's time, we would like to offer a batch call to respond to these reporters – all with similar questions at the same time.

We would do this around 2:30 PST to ensure we have time to hit the news cycle. There is no media advisory, and there is no intention to offer this on an ongoing basis.
The call will be moderated and we can provide a short summary following.

Thanks,
Dan

Issue: At 1600 PST, on Sunday, November 27 2017, the tugboat *Jake Shearer* lost control of its barge south of Goose Island, Queen Charlotte Sound. Weather made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approximately 0.5 million litres of gasoline. The area is within Heiltsuk Territory, an area which was impacted by the sinking of another US tug the Nathan E. Stewart in 2016. CCG has been in discussion with the Province, Federal partners and the Heiltsuk First Nation. Media have been directed to the Joint Rescue Coordination Centre (JRCC), as this is considered an active SAR case.

The Heiltsuk chief and councillors have been active on social media channels. Heiltsuk News Release: https://www.facebook.com/heiltsuk.council/posts/1893865343961027

Recommendation: As the incident progresses away from a Search and Rescue case, it is anticipated that further media calls will be directed to CCG Western Region. At this point we would recommend an experienced spokesperson who would provide comment from Victoria/Port Hardy. Additional media can be expected to ask for similar interview. This would be helpful to explain CCG's efforts to mobilize resources in response to a SAR and potential Environmental Response case.

Pacific region is looking for blanket approval for further requests. Given volume, it may be appropriate to hold a batched media avail.

Spokesperson: AC Roger Girouard

Approved by : Roger Girouard, Commissioner Hutchinson

Media Outlets: CTV Vancouver Island, CHEK, CBC Victoria, Global TV, CKNW, Canadian Press, Victoria Times Colonist, DeSmog Canada and CBC Radio - Prince George

Media Lines:

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge is loaded with approximately 3.5 million litres of diesel and approximately 0.5 million litres of gasoline. No pollution was released into the marine environment.

- A tow hookup between a response tug and the barge has been successful. At this time, the tug and barge are in transit three miles off the coast. Given weather forecast, the aim is position the barge in protected waters to assess condition and await another pusher tug. Two crew remain on-board the barge to assist in towing efforts.

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- *CCGS Gordon Reid* it currently escorting the tow. CCG and partners are continuing to move in assets to Port Hardy and Shearwater (Bella Bella).

- Canadian Coast Guard ship *Gordon Reid* has been on-site through the night and has charge as incident commander. CCGS *Bartlett* is on its way to the scene to position environmental response equipment and personnel. Additional environmental response equipment is being sent to the scene by land.

- Coast Guard is working closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.

Dan Bate

Team Lead, Communications
Fisheries and Oceans Canada Pacific Region / Canadian Coast Guard / Government of Canada
Dan.Bate@dfo-mpo.gc.ca / Tel: (604) 775-8809 / Cell:

Chef d'équipe, communications
Pêches et Océans Canada, région du Pacifique / Garde côtière canadienne / Gouvernement du Canada
Dan.Bate@dfo-mpo.gc.ca / Tél : (604) 775-8809 / Tél. cell. :

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Coulombe, Amber

From: Imbeau, Michelle
Sent: Monday, November 27, 2017 5:28 PM
To: Saindon, Carole; Bate, Dan; Gareau, Laura
Cc: Lavigne, Kevin; Hubley , Marian; Parisien, Renée; Wells, William; Lebel, Mathieu; Hill, Johanna; Girouard, Louise
Subject: Re: Dial in number for Jake Shearer telco

2:30

Michelle Imbeau
Communications Advisor for the Canadian Coast Guard
Fisheries and Oceans Canada
Office: 604-666-2872; Cell:
*Sent from my cell phone

From: Saindon, Carole
Sent: Monday, November 27, 2017 2:27 PM
To: Bate, Dan; Gareau, Laura
Cc: Lavigne, Kevin; Hubley , Marian; Parisien, Renée; Wells, William; Lebel, Mathieu; Hill, Johanna; Girouard, Louise; Imbeau, Michelle
Subject: RE: Dial in number for Jake Shearer telco

What time Dan?

From: Bate, Dan
Sent: November-27-17 5:08 PM
To: Gareau, Laura; Saindon, Carole
Cc: Lavigne, Kevin; Hubley , Marian; Parisien, Renée; Wells, William; Lebel, Mathieu; Hill, Johanna; Girouard, Louise; Bate, Dan; Imbeau, Michelle
Subject: Dial in number for Jake Shearer telco

Hi Laura/Carole…

Dial in:

Toll-free dial-in number (Canada/US): 1-866-206-0153

Passcode:

Dan Bate
Team Lead, Communications
Fisheries and Oceans Canada Pacific Region / Canadian Coast Guard / Government of Canada
Dan.Bate@dfo-mpo.gc.ca / Tel: (604) 775-8809 / Cell:

Chef d'équipe, communications
Pêches et Océans Canada, région du Pacifique / Garde côtière canadienne / Gouvernement du Canada
Dan.Bate@dfo-mpo.gc.ca / Tél : (604) 775-8809 / Tél. cell. :

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O'Grady, Liane

From: Smith, Ken
Sent: November-27-17 6:22 PM
To: Reid, Rebecca; Antcliffe, Bonnie; O'Grady, Liane; Carrigan, Kevin; Girouard, Louise; Wheatley, Michelle; Girouard, Roger; Thomson, Andrew; Swerdfager, Trevor
Subject: FW: BN - mtg Chief Slett
Attachments: SN November 28 meeting with Heiltsuk v2.doc

Importance: High

FYI....Just received this from TC - not sure who already has this or fed into this so forwarding on for info. Looks like plan is to try to set up a meeting between Chief Slett and 3 Federal Ministers tomorrow in light of fuel barge incident on North Coast and recent Heiltsuk request for marine response center.

From: Beavis, Katherine [katherine.beavis@tc.gc.ca]
Sent: November 27, 2017 6:07 PM
To: Smith, Ken
Cc: Hayes, Trish; Young, Lori
Subject: Fw: BN - mtg Chief Slett

Fyi as well Ken.

Sent from my BlackBerry 10 smartphone on the Rogers network.

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SCENARIO NOTE

Meeting between
Ministers of Transport, Crown-Indigenous Relations and Northern Affairs, and Fisheries and Oceans, and Heiltsuk Nation

Date / Time:	Tuesday, November 28, 2017
Location:	TBD
Subject:	Marine incident off the Central Coast of British Columbia and Heiltsuk Report
Participants:	Minister Marc Garneau, Transport Canada Minister Dominic Leblanc, Fisheries and Oceans Canada Minister Caroline Bennett, Crown-Indigenous Relations and Northern Affairs Marilyn Slett, President, Coastal First Nations – Great Bear Initiative Society & Chief Councillor, Heiltsuk Nation

Meeting Purpose

To discuss the Heiltsuk proposal for an Indigenous Marine Response Centre, and the current marine incident (fuel barge Zidell 277 adrift in Queen Charlotte Sound).

Heiltsuk Objectives

To secure support for funding of the proposed Indigenous Marine Response Centre, based on Heiltsuk's concern that insufficient emergency response resources are available to respond to incidents on the Central Coast in a timely way.

Fuel Barge Adrift

On Sunday November 26th, 2017 at 18:41 ET, the *Jake Shearer*, a US registered tug, reported they had been struck by a rogue wave and had been disconnected from their US registered laden fuel barge (the Zidel 277). By 21:50, crew from the *Jake Shearer* were on the barge and had deployed the barge's anchor. Emergency vessels en route included the Canadian Coast Guard (CCG) vessels CCGS *Gordon Reid* and *Cape St. James*, three response tugs, and two WCMRC vessels with emergency response equipment.

As of 07:00 ET, 27 November 2017, the tugs *Norma H* and *Gulf Cajun* were on scene and had gotten the barge under tow. By 13:00 ET, the tug *Jake Shearer* had the barge in tow and was headed northbound to calmer water. Two crew remained on the barge. The tug *Gulf Cajun* and CCGS *Gordon Reid* provided escort. By 16:37 ET, the tug *Jake Shearer* and barge were headed to Norman Morisson Bay, Seaforth Channel for shelter and repairs. The two vessels will not depart without clearance from Transport Canada.

At the time of the incident the tug *Jake Shearer* and their laden fuel barge were transiting through the inside passage of British Columbia, on transit to its destination point of Skagway, Alaska. The barge and tug originated from Cherry Point, Washington.

The barge contains 4 million litres of diesel and gasoline combined onboard, equivalent to

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3,400 metric tonnes. The barge did not have a Pacific Pilotage Authority (PPA) Pilot onboard. PPA has confirmed the tug has a coastal waiver from compulsory pilotage, valid to March 1, 2018.

Reconciliation Framework Agreement on Oceans Management and Protection

The draft Framework Agreement has been under negotiation since April 2017. It borrows from the Coastal First Nations Fisheries Reconciliation Framework Agreement which was recently ratified by DFO and CIRNA (October 2017).

A meeting on October 11, 2017 between Deputy Ministers of Fisheries and Oceans and Transport Canada with Pacific North Coast Nations (21 groups and communities) confirmed high level commitment to conclude the agreement as quickly as possible.

The purpose of the agreement is to "facilitate reconciliation by establishing a process through which Parties can further explore, discuss, and work to develop existing commitments or reach new agreement" on identified subject areas, including under Marine Emergency Preparedness and Response:

- Roles, responsibilities and authorities in incident management.
- Identification of requirements and gaps of marine emergency preparedness and response capabilities on the west coast, including but not limited to
- Network of First Nations Community Response Teams, including
- Collaborative regional and smaller scale response planning including
- Places of refuge planning
- Planning and response for emergencies involving dangerous goods.
-

Heiltsuk Tribal Council Marine Incident Response Centre (IMRC): Creating a World-Leading Response System

In Heiltsuk's view, the Nathan E. Stewart oil spill response effort in October 2016 demonstrated that response capability on the central coast of BC is currently "inadequate, slow, and unsafe".

The Heiltsuk report highlights where the need for emergency response capability along the

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central and north coast of British Columbia is most urgent, and outlines a plan for an Indigenous Marine Response Centre (IMRC) near Bella Bella to address this need.

Following the sinking of the *Nathan E Stewart*, Minister Marc Garneau, Minister Dominic LeBlanc, and Minister Jody Wilson-Raybould visited the community of Bella Bella and met with the Heiltsuk Nation.

A joint Heiltsuk/Federal Steering Committee was also created to coordinate the mitigation of environmental, economic and socio-cultural impacts to the community. The committee has met on a regular basis and is comprised of representatives from the Heiltsuk Nation, senior level representatives from a number of federal government departments, and representation from the First Nations Health Authority.

A Heiltsuk Nation and federal government "Standing Together Symposium" also took place this past May to review what we have collectively learned from the *Nathan E Stewart* incident and to jointly develop a plan for moving forward.

Key Messages

Jake Shearer incident

- Marine Safety and Security within Canadian waters, and the protection of the marine environment, is a priority for this Government. The Canadian Coast Guard was on-site within hours of the occurrence, and the barge is now under tow.

- Transport Canada is monitoring the situation. We have worked with the owner, the Canadian Coast Guard, the Heiltsuk nation and the British Columbia Ministry of the Environment and Climate Change to identify a suitable place of refuge, and will continue to monitor and adjust this plan with our partners if necessary due to changes in weather conditions.

- Once the situation stabilizes, tug *Jake Shearer* and the laden fuel barge will be inspected by Transport Canada at Port to grant further permission to carry on voyage to Skagway, Alaska.

IF PRESSED

- TC will continue to work with Federal and Provincial partners and First Nations to respond to this event.

Indigenous Marine Response Centre Report

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- The Government of Canada has received a copy of the report and we will review it as part of our commitment to create a world-leading marine safety system.
- Collaboration with Indigenous peoples is vital to protecting Canada's coasts and waterways, and the Government of Canada wants Indigenous peoples to play an active role in marine safety.
- Through the Oceans Protection Plan, the Government of Canada is committed to working with North and Central Coast First Nations, including the Heiltsuk, to collaboratively establish a meaningful role in emergency response and waterway management that protects all communities and livelihoods, while addressing concerns about marine shipping.

List Annexes

- Annex A: Participant Biographies

Prepared by: Katherine Beavis, Manager, Strategic Program Policy, Engagement and Integration - Oceans Protection Plan

Approved by Director: Lori Young, Executive Director, Engagement and Integration, Oceans Protection Plan
Approved by Assistant Deputy Minister: Robert Dick, Assistant Deputy Minister, Oceans Protection Plan

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O'Grady, Liane

From: Reid, Rebecca
Sent: November-27-17 7:36 PM
To: O'Grady, Liane
Subject: Re: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening

Great, thank you.

RR

Sent from my BlackBerry 10 smartphone on the Rogers network.
Original Message
From: O'Grady, Liane
Sent: Monday, November 27, 2017 7:13 PM
To: Reid, Rebecca
Subject: FW: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening

Hi Rebecca,
Here is the latest detailed update. CCG ER has taken over command. EU is being stood up with first conference call tomorrow at 8:30 am. Staff still on standby. At this point, no visible signs of fuel release. Next update tomorrow morning.

Liane

From: Chiang, Eric
Sent: November 27, 2017 5:41 PM
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings, Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
Subject: RE: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening

Hi all – apologies for 1 correction:
The tug Jake Shearer has been reported on taking water, not the barge.

UPDATE 6 RECEIVED AT NEEC CALL CENTER AT 18H26 NOVEMBER 27, 2017. AW

· The Jake Shearer has reported taking on 1,700 gallons of water on their port bow fuel tank, however there is indication of damage to the hull or fuel tank. Coast Guard and

· ENV are working with the responsible party to better understand the situation.

· There are no visible signs of a release of fuel from either the Jake Shearer or the fuel barge now under tow by the Gulf Cajun.

Thanks Eric

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From: Chiang, Eric
Sent: 2017–November-27 5:26 PM
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings, Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
Subject: RE: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening

Additional update for this evening:

- Barge will be resting in Norman Morrison Bay. So far there had been no additional problems in towing.

- Barge will undergo TC inspection before being released.

- Barge owner Harley Marine is continuing to send equipment and personnel. WCMRC plans to circle boom the barge tonight as well.

- There is a report of barge taking on 1700 gallons of water and damaged fuel tank, however it appears to be NOT CAUSING any pollution.

- CCG Environmental Response (CCG ER), who has taken over the command as of 1500 today, is standing up ICP at the Port Hardy Fire Hall; CCG is now approaching the incident under ICS framework.

- Environmental Unit (EU)

o EU is being stood up, first conference call tomorrow 0830.

o *As a result – all Subject Matter Experts /SMEs: please continue to be alert for additional engagements should anything come up.

o ECCC has decided not to stand up Science Table.

o BC MoE has been actively collecting and collating resource at risk information for Seaforth Channel and Norman Morrison Bay area as precaution, based on Nathan E Stewart incident materials.

- CCG expects the incident management to run for another 48 – 72 hrs, if all runs smoothly.

Next update: Tomorrow on as needed basis.

Thanks
Eric

From: Chiang, Eric
Sent: 2017–November-27 2:19 PM
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings,

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Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
Subject: FW: Jake Shearer Incident Brief #4

FYI on latest update from CCG.

Note:

- Barge is now under tow, making its way north, then NE through Sea Forth Channel to Norman Morrison Bay. ETA 1700.

- No pollution detected so far

- CCG Environmental Response and WCMRC assets are still being mobilized toward the site.

- Overall risk is now diminishing but we are not completely out of the woods yet. CCG has asked us to stay standing by.

- Next update: after 1700 today.

Thanks
Eric

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 1:49 PM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; CCGS Bartlett - Commanding Officer; CCGS Bartlett; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO); Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: Jake Shearer Incident Brief #4

Please find Jake Shearer Incident Brief #4 Attached

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca<mailto:DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca> /TEL: 250-413-2842

s.16(2)

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O'Grady, Liane

From: Reid, Rebecca
Sent: November-27-17 11:23 AM
To: O'Grady, Liane
Subject: RE: DFO update on ramp up actions - Jake Shearer

This is great, and no, I had not seen the details. Thank you for forwarding, I am really glad go see how ready we are to respond.

RR

Rebecca Reid
Regional Director General/ Directrice générale régionale
Fisheries and Oceans Canada - Pacific Region/ Pêches et Océans Canada - Région du Pacifique
200-401 Burrard Street / 401, rue Burrard, bureau 200
Vancouver, BC/CB V6C 3S4
Office / Téléphone: 604-666-6098
Cell / Cellulaire:
E-mail/ Courriel: rebecca.reid@dfo-mpo.gc.ca

From: O'Grady, Liane
Sent: Monday, November 27, 2017 11:19 AM
To: Reid, Rebecca <Rebecca.Reid@dfo-mpo.gc.ca>
Subject: FW: DFO update on ramp up actions - Jake Shearer

Hi Rebecca,
In case Brigid or Diana haven't forwarded to you already, here is an update on what is happening with the fuel barge near Goose Island. Currently, DFO is focussing on preparatory work (i.e. identifying staff for mobilization, making travel arrangements, gathering fisheries information and eco sensitivities information etc.) should we be required to respond when requested by CCG. More details on this work below. I will continue to keep you posted as updates come in.

Liane

From: Chiang, Eric
Sent: November-27-17 10:55 AM
To: Antcliffe, Bonnie; Payne, Brigid; O'Grady, Liane
Cc: Herborg, Matthias; Cottrell, Paul; Rogers, Juanita; Johansen, Jeff; Davis, Neil; Cauffope, Genevieve
Subject: RE: DFO update on ramp up actions - Jake Shearer

Hi All,
Here's the overall ramp up actions on the operational level that's taking place so far.

- Baseline condition:
  - Fuel laden barge lost tow line with the tug Jake Shearer, currently anchored off Goose Island group
  - https://www.marinetraffic.com/en/ais/home/centerx:-128.586/centery:51.870/zoom:12
  - The anchored location is very close to reefs just south of the Goose Island group (see map under Satellite layer turned on).
  - CCG has vessel on scene and another heavy tug is on scene as well rendering assistance.

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  - Weather: there appears to be a window right now but seas is expected to worsen later today and this evening.
- CCG is now suggesting us (DFO Oceans EEC & Science EEC) to look into travel options to Port Hardy, in line with other precautionary preparatory actions they are taking – e.g. begin moving assets to Port Hardy, closer to the scene.
  - Eric and Matthias are now planning travel actions just in case. I recommend both of us attending the site if advised by CCG, given that 1) Potential scale of incident and 2) potential multiple highly sensitive issues (e.g. sea otters / fisheries / marine environmental protection etc.)
- Fisheries Management
  - CSSP linkage established. Juanita is monitoring the situation with other CSSP partners. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.
  - Other invert fishery information is being gathered. (finished soon?)
  - Other potential fisheries information (e.g. fin fish / ground fish etc.) not engaged so far – We will be working on that.
  - Marine mammal
    - ***high sensitivity*** Sea otters / Stellar Sea Lions
    - ~100 sea otters / pups in the area, as indicated by Science (Linda Nichols)
    - Paul Cottrell's group is mobilizing staff and hardware, getting ready to travel. Science MM specialists are being engaged too.
    - Vancouver Aquarium Marine Mammal Rescue Centre *is alerted*.
      - DFO has put forward the option of engaging Vancouver Aquarium staff / hardware as contracted response resource for CCG. We are awaiting CCG confirmation.
      - The option includes starting to move Vancouver Aquarium assets to Port Hardy – closer to the scene.
- Spatial data and ecosystem information gathering:
  - Science (Matthias) is gathering ecosystem sensitivities information
  - Oceans RRP group is gathering fishery information
- ECCC NEEC engagement
  - Trajectory modeling has been produced based on worst case scenario. NEEC will continue to support CCG as needed.
  - No other NEEC action intersecting with DFO yet. (but I bet they are in constant contact with CCG ER...)
- DFO alerted sector: Area / Oceans / Science / FM / C&P. Messaging: Be alert and stand by.
- Externally DFO is also linking up with FNHA.
- In summary, DFO prep actions are happening right now in line with CCG's operational stance – precautionary.
  - Oceans and Science are working together on this.
  - We're in constant contact with CCG.

Hope that above helps..

Eric

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel [redacted]

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Girouard, Louise

From: Glover, Jillian <jillian.glover@tc.gc.ca>
Sent: 2017–November-27 3:33 PM
To: TC.F NAT OPP Communications / Communications PPO NAT F.TC; Rascanin, Natasha; Corbin, Claude; Beavis, Katherine; Young, Lori; Bate, Dan; Imbeau, Michelle; 'McDonald, Andrea (AADNC/AANDC)'; Girouard, Louise; Reidy, Brock; Heryet, Trevor; Myers, Yvette; Whitelaw, Tywana; Dick, Robert; Young, Lori; Beavis, Katherine; Ivancic, Maria
Subject: Regionally Approved TC Media Lines on Jake Shearer incident

Follow Up Flag: Flag for follow up
Flag Status: Flagged

FYI – our regionally approved holding lines on the Jake Shearer incident:

- Transport Canada's first priority is the safety and protection of the public and the environment.
- Transport Canada was notified that an articulated tug and its barge became separated south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia B.C. on the afternoon of November 26th. The tug, *Jake Shearer*, is a US flagged vessel and the US Coast Guard has been informed.
- The Canadian Coast Guard is the lead federal agency. They are monitoring the issue closely and were on-site within hours of the occurrence, and the barge is now under tow.
- A National Aerial Surveillance Program (NASP) flight will be conducted tomorrow to determine if there has been any fuel discharged from the vessel.
- Transport Canada is monitoring the situation. We have worked with the owner, the Canadian Coast Guard, the Heiltsuk nation and the British Columbia Ministry of the Environment and Climate Change to identify a suitable place of refuge, and will continue to monitor and adjust this plan with our partners if necessary due to changes in weather conditions.
- Once the situation stabilizes, tug *Jake Shearer* and the laden fuel barge will be inspected by Transport Canada at Port to grant further permission to carry on voyage to Skagway, Alaska.

- TC will continue to work with Federal and Provincial partners and First Nations to respond to this event.

If pressed re: regulations for Articulated Tug Barges:

- Transport Canada is committed to helping protect Canada's waters from pollution and ensuring that marine transportation is safe and efficient. Transport Canada has a robust regulatory regime for the safe transportation of oil carried in tankers and barges that is consistent with international standards. The Canada Shipping Act, 2001, establishes comprehensive safety standards for all Canadian- and foreign-flagged vessels operating in Canadian waters. These standards cover vessel construction, equipment, inspections, crew.

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- Under the CSA, 2001, vessels are categorized into different classes (i.e. fishing vessels, tankers, tugs, barges, etc.) and required to meet appropriate safety standards based on their unique size, mode of operation, crewing, etc.

- Effective January 1, 2015, all oil tankers and barges must meet international standards for double hull construction under the Vessel Pollution and Dangerous Chemicals Regulations (the Regulations). Double-hulling, or equivalent protection as appropriate, provides an extra layer of protection against possible oil pollution from breaches to a vessel's hull in the event of running aground or a collision. These Regulations apply to all foreign vessels in Canadian waters, whether they are visiting a Canadian port or just passing through our waters en route to Alaska.

- An Articulated Tug and Barge (ATB) is a barge and tug that are physically locked together in a physical connection and manoeuvre as a single unit. The barge is considered an "oil barge", which describes any non-self propelled and unmanned vessel, other than an oil or gas offshore drilling unit or production unit, that is constructed or converted to carry bulk oil as cargo, and a tug. These oil barges fall under the Standards and Guidelines for the Construction, Inspection and Operation of Barges that Carry Oil in Bulk: http://www.tc.gc.ca/eng/marinesafety/tp-tp11960-menu-375.htm

- A Tug is considered " a vessel used exclusively in operations associated with towing another vessel or a floating object astern or alongside or in pushing another vessel or a floating object ahead". Tugs fall under various regulations, including the Canada Shipping Act, 2001: https://www.tc.gc.ca/eng/marinesafety/tp-tp15180-general-4268.htm

- Collaboration with Indigenous communities is an important part of protecting Canada's coasts and waterways. Moving forward, the Government of Canada will work in partnership with Indigenous communities and other key stakeholders to develop and deliver the Oceans Protection Plan, a $1.5 billion national plan to improve marine safety and responsible shipping, protect Canada's marine environment, and offer new possibilities for Indigenous and coastal communities. The Oceans Protection Plan will create long-term training and jobs for Indigenous communities across Canada, ensuring a meaningful role in emergency response and waterway management that protects their communities and livelihoods, while addressing their concerns about marine shipping.

Jillian Glover, M.Urb
Regional Communications Advisor, Communications
Transport Canada / Government of Canada
jillian.glover@tc.gc.ca / Tel: 604-666-9307 / TTY: 1-888-675-6563

Agente régionale des communications, Communications
Transports Canada / Gouvernement du Canada
jillian.glover@tc.gc.ca / Tél. : 604-666-9307 / ATS : 1-888-675-6863

From: Yeung, To For
Sent: Monday, November 27, 2017 11:23 AM
To: Glover, Jillian <jillian.glover@tc.gc.ca>
Subject: RE: FOR APPROVAL (John): Lines on Jake Shearer incident

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Approved. Please see comments in red.

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

From: Glover, Jillian
Sent: Monday, November 27, 2017 11:01 AM
To: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Cc: Glover, Jillian <jillian.glover@tc.gc.ca>
Subject: FOR APPROVAL (John): Lines on Jake Shearer incident
Importance: High

Hi Israr and John,

I am preparing media lines for the Jake Shearer incident and am wondering if you can approve/confirm. Let me know if there is anything I should add. Thank you!

- Transport Canada's first priority is the safety and protection of the public and the environment.
- Transport Canada was notified that an articulated tug and its barge became separated south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia B.C. on the afternoon of November 26th. The tug, *Jake Shearer,* is a US flagged vessel and the US Coast Guard has been informed (confirmed).
- The Canadian Coast Guard is the lead federal agency. They are monitoring the issue closely and standing by in the event of a fuel spill.
- A National Aerial Surveillance Program (NASP) flight will be conducted tomorrow to determine if there has been any fuel discharged from the vessel.
- Transport Canada will conduct a compliance and enforcement inspection pursuant to the Canada Shipping Act, 2001 once the emergency is stable and will not hesitate to take appropriate action (confirmed).

If pressed re: regulations for Articulated Tug Barges:

- Transport Canada is committed to helping protect Canada's waters from pollution and ensuring that marine transportation is safe and efficient. Transport Canada has a robust regulatory regime for the safe transportation of oil carried in tankers and barges that is consistent with international standards. The Canada Shipping Act, 2001, establishes comprehensive safety standards for all Canadian- and foreign-flagged vessels operating in Canadian waters. These standards cover vessel construction, equipment, inspections, crew.

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

- Under the CSA, 2001, vessels are categorized into different classes (i.e. fishing vessels, tankers, tugs, barges, etc.) and required to meet appropriate safety standards based on their unique size, mode of operation, crewing, etc.

- Effective January 1, 2015, all oil tankers and barges must meet international standards for double hull construction under the Vessel Pollution and Dangerous Chemicals Regulations (the Regulations). Double-hulling, or equivalent protection as appropriate, provides an extra layer of protection against possible oil pollution from breaches to a vessel's hull in the event of running aground or a collision. These Regulations apply to all foreign vessels in Canadian waters, whether they are visiting a Canadian port or just passing through our waters en route to Alaska.

- An Articulated Tug and Barge (ATB) is considered an "oil barge", which describes any non-self propelled and unmanned vessel, other than an oil or gas offshore drilling unit or production unit, that is constructed or converted to carry bulk oil as cargo, and a tug. These oil barges fall under the Standards and Guidelines for the Construction, Inspection and Operation of Barges that Carry Oil in Bulk: http://www.tc.gc.ca/eng/marinesafety/tp-tp11960-menu-375.htm

- A Tug is considered " a vessel used exclusively in operations associated with towing another vessel or a floating object astern or alongside or in pushing another vessel or a floating object ahead". Tugs fall under various regulations, including the Canada Shipping Act, 2001: https://www.tc.gc.ca/eng/marinesafety/tp-tp15180-general-4268.htm

- Collaboration with Indigenous communities is an important part of protecting Canada's coasts and waterways. Moving forward, the Government of Canada will work in partnership with Indigenous communities and other key stakeholders to develop and deliver the Oceans Protection Plan, a $1.5 billion national plan to improve marine safety and responsible shipping, protect Canada's marine environment, and offer new possibilities for Indigenous and coastal communities. The Oceans Protection Plan will create long-term training and jobs for Indigenous communities across Canada, ensuring a meaningful role in emergency response and waterway management that protects their communities and livelihoods, while addressing their concerns about marine shipping.

Jillian Glover, M.Urb
Regional Communications Advisor, Communications
Transport Canada / Government of Canada
jillian.glover@tc.gc.ca / Tel: 604-666-9307 / TTY: 1-888-675-6563

Agente régionale des communications, Communications
Transports Canada / Gouvernement du Canada
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Jones, Lisa Ann

From: McMillan, Christie
Sent: March-22-18 2:34 PM
To: Jones, Lisa Ann
Subject: Jake Shearer e-mails

Hi Lisa,
The only e-mails that I received regarding the Jake Shearer are included in the e-mail thread below.
Christie

-----Original Message-----
From: Thompson, Undine
Sent: November-27-17 1:10 PM
To: McMillan, Christie; Jones, Lisa Ann; Govender, Rhona; Shaikh, Sharlene
Subject: RE: Flagging

http://www.cbc.ca/news/canada/british-columbia/barge-oil-stranded-bella-bella-1.4421347

good news update :)

-----Original Message-----
From: McMillan, Christie
Sent: 2017–November-27 12:51 PM
To: Jones, Lisa Ann; Govender, Rhona; Thompson, Undine; Shaikh, Sharlene
Subject: RE: Flagging

Thanks Lisa!
Just FYI, here is the latest update I've heard:

"UPDATE (10:57): The barge has been successfully attached to rescue tug and is being towed out of the weather. More on the long term plan when I know more.

Community Update: A passing tug has been contracted to assist with a tow. It's passing lines right now. Heiltsuk leadership via HTC and HIRMD are in continuous direct contact with Coast Guard and other response agencies and providing direction to plan of action. Anchors on the Jake Shearer held overnight and we are not aware of any fuel being spilled at this time. I know this is a stressful time but please know we're doing everything in our power to ensure Heiltsuk are at the centre of the response."

~ c

From: Jones, Lisa Ann
Sent: November 27, 2017 10:44 AM
To: Govender, Rhona; McMillan, Christie; Thompson, Undine; Shaikh, Sharlene
Subject: RE: Flagging

Hi team,

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Just to let you all know - I sent along this information to Paul last night so he had the heads up and he was much appreciative of this. They are all currently on standby and actively gathering equipment and assessing response capacity. The winds are to pick up again this afternoon making it a very sketchy situation - they are trying to get a working line attached to the barge so they can hopefully pull it to potentially Port Hardy.

As Christie indicated, and Paul is well aware, the area the barge is in is not good given the presence of SO and SSL so all efforts are being made to get it away from there but tertiary planning is also being done right now in case things don't turn out well and animals need to be moved.

I have let Paul know, that we are here to help in any way we can. Annely will be in charge of the marine mammal licensing requirements if necessary but we will also have to be thinking about SARA permits that may be needed. So I am sending this as an update so you are all aware.

I will keep you posted as we find out any more.

Cheers
Lisa

-----Original Message-----
From: Govender, Rhona
Sent: November-26-17 9:28 PM
To: McMillan, Christie; Jones, Lisa Ann; Thompson, Undine; Shaikh, Sharlene
Subject: RE: Flagging

Glad we are all following! Seems like nothing now, but the Heiltsuk are giving updates as they come:

https://www.facebook.com/heiltsuk.council/?hc_ref=ARQZyvdKbxGhnlXFcl5X4ttwKW0MLVcBZaryCtSNhRSrTeYB1VFEdNjIAdIRG12J6y8&fref=nf

Have a good night, all.

R

From: McMillan, Christie
Sent: November 26, 2017 9:13 PM
To: Jones, Lisa Ann; Govender, Rhona; Thompson, Undine; Shaikh, Sharlene
Subject: RE: Flagging

Thanks Rhona,
I've been following this too... sounds like there has been no spill yet and there are CG vessels on scene. Hopefully it goes well... that would be a pretty terrible spot for a spill (not that there's ever a good spot for a spill!!!), in terms of both Species at Risk (Gosling Rocks is an important rafting and foraging spot for sea otters, and a major haul out for Steller Sea Lions) and in terms of important FN territory.
~ c

From: Jones, Lisa Ann
Sent: November 26, 2017 8:07 PM
To: Govender, Rhona; McMillan, Christie; Thompson, Undine; Shaikh, Sharlene
Subject: RE: Flagging

Given what we heard at meeting - hope all the more that it's nothing.

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Thanks for heads up

From: Govender, Rhona
Sent: Sunday, November 26, 2017 10:05 PM
To: Jones, Lisa Ann; McMillan, Christie; Thompson, Undine; Shaikh, Sharlene
Subject: Flagging

So I didn't fully stay for the oil spill response, and I hope this turns into nothing, but thought I should flag in case it goes poorly.

"There appears to be an EMERGENCY developing in in Hecate Straits, just off the Goose Group. The American ATB tanker, "Jake Shearer," fully loaded with 10,000 deadweight tons of oil product, appears to be in trouble about 2 nautical miles south of the Goose Islands. Reports say that it has lost all power, and is adrift. It is currently blowing 50 knots in Hecate Strait. The Canadian Coast Guard ship, "Gordon Reid" has been tasked and is steaming towards the stricken vessel via Fitzhugh Channel and Hakai Pass at 15 knots

Update 17:27 CCG 47', "Cape St. James" underway in Lama Pass at 19 knots"

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Davis, Neil

From: Davis, Neil
Sent: November-27-17 1:19 PM
To: Nener, Jennifer
Subject: FW: CCG update to current ER Situation
Attachments: Jake Shearer Incident Brief 3 (November 27 2017).ppt
Attachment provided elsewhere

Woops, missed you

From: Davis, Neil
Sent: November-27-17 1:16 PM
To: Thomson, Andrew; Payne, Brigid; O'Grady, Liane; Masson, Colin
Subject: FW: CCG update to current ER Situation

Good news. Barge is under tow.

From: Cottrell, Paul
Sent: November-27-17 1:15 PM
To: Davis, Neil
Subject: FW: CCG update to current ER Situation

Hi Neil,
As an update, good news, barge under tow so risk level reduced. Barge being towed to Seaforth Channel to secure.
Cheers,
Paul

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 12:41 PM
To: Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: CCG update to current ER Situation

Good Afternoon.

We thought we would keep you in the loop as to the current situation in the Goose Group.

I have attached our latest info deck, so you can have a quick look at that.

- There is NO POLLUTION at this time. The tug and barge were never any shallower than 200' of water.
- The Barge is currently under tow by another tug, and bound for Seaforth channel and Norman Morrison Bay. There they will re assess, re secure and stand by for further direction.
- This is still under the direction of JRCC and SAR, but the ROC has stood up a level 2 EOC. We have tasked ships loaded with ER equipment to the area.
- WE are in the process of setting up an ICP in Port Hardy. IF you wish to join us at the ROC in Victoria or ICP in Port Hardy, please advise.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations

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Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca



CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

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Davis, Neil

From: Davis, Neil
Sent: November-27-17 11:02 AM
To: Thomson, Andrew
Subject: FW: DFO update on ramp up actions - Jake Shearer

From: Chiang, Eric
Sent: November-27-17 10:55 AM
To: Antcliffe, Bonnie; Payne, Brigid; O'Grady, Liane
Cc: Herborg, Matthias; Cottrell, Paul; Rogers, Juanita; Johansen, Jeff; Davis, Neil; Cauffope, Genevieve
Subject: RE: DFO update on ramp up actions - Jake Shearer

Hi All,
Here's the overall ramp up actions on the operational level that's taking place so far.

- Baseline condition:
  - Fuel laden barge lost tow line with the tug Jake Shearer, currently anchored off Goose Island group
  - https://www.marinetraffic.com/en/ais/home/centerx:-128.586/centery:51.870/zoom:12
  - The anchored location is very close to reefs just south of the Goose Island group (see map under Satellite layer turned on).
  - CCG has vessel on scene and another heavy tug is on scene as well rendering assistance.
  - Weather: there appears to be a window right now but seas is expected to worsen later today and this evening.
- CCG is now suggesting us (DFO Oceans EEC & Science EEC) to look into travel options to Port Hardy, in line with other precautionary preparatory actions they are taking – e.g. begin moving assets to Port Hardy, closer to the scene.
  - Eric and Matthias are now planning travel actions just in case. I recommend both of us attending the site if advised by CCG, given that 1) Potential scale of incident and 2) potential multiple highly sensitive issues (e.g. sea otters / fisheries / marine environmental protection etc.)
- Fisheries Management
  - CSSP linkage established. Juanita is monitoring the situation with other CSSP partners. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.
  - Other invert fishery information is being gathered. (finished soon?)
  - Other potential fisheries information (e.g. fin fish / ground fish etc.) not engaged so far – We will be working on that.
  - Marine mammal
    - ***high sensitivity*** Sea otters / Stellar Sea Lions
    - ~100 sea otters / pups in the area, as indicated by Science (Linda Nichols)
    - Paul Cottrell's group is mobilizing staff and hardware, getting ready to travel. Science MM specialists are being engaged too.
    - Vancouver Aquarium Marine Mammal Rescue Centre *is alerted*.
      - DFO has put forward the option of engaging Vancouver Aquarium staff / hardware as contracted response resource for CCG. We are awaiting CCG confirmation.
      - The option includes starting to move Vancouver Aquarium assets to Port Hardy – closer to the scene.
- Spatial data and ecosystem information gathering:
  - Science (Matthias) is gathering ecosystem sensitivities information

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    - Oceans RRP group is gathering fishery information
- ECCC NEEC engagement
    - Trajectory modeling has been produced based on worst case scenario. NEEC will continue to support CCG as needed.
    - No other NEEC action intersecting with DFO yet. (but I bet they are in constant contact with CCG ER...)
- DFO alerted sector: Area / Oceans / Science / FM / C&P. Messaging: Be alert and stand by.
- Externally DFO is also linking up with FNHA.
- In summary, DFO prep actions are happening right now in line with CCG's operational stance – precautionary.
    - Oceans and Science are working together on this.
    - We're in constant contact with CCG.

Hope that above helps..

Eric

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel [redacted]

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Davis, Neil

From: Davis, Neil
Sent: November-27-17 9:14 PM
To: Thomson, Andrew
Subject: Fw: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening
Attachments: Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Be....pdf

Attachment provided elsewhere

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Chiang, Eric <Eric.Chiang@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 5:25 PM
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings, Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
Subject: RE: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening

Additional update for this evening:

- Barge will be resting in Norman Morrison Bay. So far there had been no additional problems in towing.
- Barge will undergo TC inspection before being released.
- Barge owner Harley Marine is continuing to send equipment and personnel. WCMRC plans to circle boom the barge tonight as well.
- There is a report of barge taking on 1700 gallons of water and damaged fuel tank, however it appears to be NOT CAUSING any pollution.
- CCG Environmental Response (CCG ER), who has taken over the command as of 1500 today, is standing up ICP at the Port Hardy Fire Hall; CCG is now approaching the incident under ICS framework.
- Environmental Unit (EU)
    - EU is being stood up, first conference call tomorrow 0830.
    - *As a result – all Subject Matter Experts /SMEs: please continue to be alert for additional engagements should anything come up.
    - ECCC has decided not to stand up Science Table.
    - BC MoE has been actively collecting and collating resource at risk information for Seaforth Channel and Norman Morrison Bay area as precaution, based on Nathan E Stewart incident materials.
- CCG expects the incident management to run for another 48 – 72 hrs, if all runs smoothly.

Next update: Tomorrow on as needed basis.

Thanks
Eric

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From: Chiang, Eric
Sent: 2017–November-27 2:19 PM
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings, Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
Subject: FW: Jake Shearer Incident Brief #4

FYI on latest update from CCG.

Note:

- Barge is now under tow, making its way north, then NE through Sea Forth Channel to Norman Morrison Bay. ETA 1700.
- No pollution detected so far
- CCG Environmental Response and WCMRC assets are still being mobilized toward the site.
- Overall risk is now diminishing but we are not completely out of the woods yet. CCG has asked us to stay standing by.
- Next update: after 1700 today.

Thanks
Eric

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 1:49 PM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; CCGS Bartlett - Commanding Officer; CCGS Bartlett; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO); Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: Jake Shearer Incident Brief #4

Please find Jake Shearer Incident Brief #4 Attached

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

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Davis, Neil

From: Johansen, Jeff
Sent: November-27-17 9:22 AM
To: Davis, Neil; Thomson, Andrew
Subject: FW: New - Vessel incident - Bella Bella
Attachments: Central Coast from McInnes Island to Pine Island Tues Marine Forecast.docx

More info on the fuel barge incident. This is the same company that was operating the Nathen E. Stewart (Kirby). The barge is full of fuel. The link below will take you to a location map. This is a completely exposed area and the weather will be worsening over the next 24 hrs. (waves to 8 meters). See attached weather report.

No invertebrate fisheries active in the area.

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Chiang, Eric
Sent: November-27-17 6:45 AM
To: Rogers, Juanita; Johansen, Jeff; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Subject: RE: Vessel incident - Bella Bella

Thanks for the heads up Juanita.
Emails started flowing last night and we're linked up to CCG for any additional support should it be needed. Incident Comman post has been established on the CCGS Gordon Reid; there was first conference call that included CCG Environmental Response last night around 11pm.
Lots of chatter on twitter already #jackshearer

The tug is actually anchored very close to the reefs just south of the main Goose group.
https://www.marinetraffic.com/en/ais/home/centerx:-128.494/centery:51.867/zoom:13https://www.marinetraffic.com/en/ais/home/centerx:-128.494/centery:51.867/zoom:13

Looks like there's additional tugs on scene and/or arriving soon, by the looks of all the arrows on map. Last night it was just the barge and the 2 CCG boats!

Eric

Eric Chiang

Senior Officer

Regional Response Planning

Oceans Program

Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street

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Vancouver, BC V6C 3S4
Tel (604) 666-0017

Cel [redacted]

From: Rogers, Juanita
Sent: Monday, November 27, 2017 6:14 AM
To: Johansen, Jeff; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Cc: Chiang, Eric
Subject: Vessel incident - Bella Bella

We will be on priority CSSP bivalve response this morning; just heard on morning media:

Fuel barge stranded due to wind, broke free from transport tug near Goose Group offshore Area 7 around midnight
Jake Shearer (replacement for Nathan E Stewart) now anchored with no signs of release (diesel and gas onboard)
CCG on scene, awaiting rescue tugs
Heiltsuk Nation have spoken to media

http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713

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Central Coast from McInnes Island to Pine Island

Winds

Issued 04:00 AM PST 27 November 2017
Today Tonight and Tuesday.Storm warning in effect. Wind southwesterly 15 to 25 knots increasing to southeast 35 to 45 this morning and to southeast 45 to 55 late this afternoon. Wind veering to southwest 40 to 50 near midnight then diminishing to west 30 to 40 Tuesday morning. Wind diminishing to west 25 Tuesday afternoon.

Waves

Issued 04:00 AM PST 27 November 2017
Today Tonight and Tuesday. Seas 2 to 3 metres building to 3 to 5 early this afternoon and to 6 to 8 after midnight. Seas subsiding to 6 Tuesday evening.

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Davis, Neil

From: Davis, Neil
Sent: November-27-17 11:12 AM
To: Chiang, Eric
Cc: Nener, Jennifer
Subject: RE: DFO update on ramp up actions - Jake Shearer
Attachments: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift
Attachment provided elsewhere.

Eric,

I have alerted other non salmon fishery coordinators and MM. see attached. SARA team is also notified. If you will be the point of contact coordinating any further operational prep for response, let me and Jennifer know so that we can inform our staff and reduce duplication of communication

Thx
Neil

From: Chiang, Eric
Sent: November-27-17 10:55 AM
To: Antcliffe, Bonnie; Payne, Brigid; O'Grady, Liane
Cc: Herborg, Matthias; Cottrell, Paul; Rogers, Juanita; Johansen, Jeff; Davis, Neil; Cauffope, Genevieve
Subject: RE: DFO update on ramp up actions - Jake Shearer

Hi All,
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  - CCG has vessel on scene and another heavy tug is on scene as well rendering assistance.
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- CCG is now suggesting us (DFO Oceans EEC & Science EEC) to look into travel options to Port Hardy, in line with other precautionary preparatory actions they are taking – e.g. begin moving assets to Port Hardy, closer to the scene.
  - Eric and Matthias are now planning travel actions just in case. I recommend both of us attending the site if advised by CCG, given that 1) Potential scale of incident and 2) potential multiple highly sensitive issues (e.g. sea otters / fisheries / marine environmental protection etc.)
- Fisheries Management
  - CSSP linkage established. Juanita is monitoring the situation with other CSSP partners. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.
  - Other invert fishery information is being gathered. (finished soon?)
  - Other potential fisheries information (e.g. fin fish / ground fish etc.) not engaged so far – We will be working on that.
  - Marine mammal
    - ***high sensitivity*** Sea otters / Stellar Sea Lions

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    - ~100 sea otters / pups in the area, as indicated by Science (Linda Nichols)
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    - Science (Matthias) is gathering ecosystem sensitivities information
    - Oceans RRP group is gathering fishery information
- ECCC NEEC engagement
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    - No other NEEC action intersecting with DFO yet. (but I bet they are in constant contact with CCG ER...)
- DFO alerted sector: Area / Oceans / Science / FM / C&P. Messaging: Be alert and stand by.
- Externally DFO is also linking up with FNHA.
- In summary, DFO prep actions are happening right now in line with CCG's operational stance – precautionary.
    - Oceans and Science are working together on this.
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Hope that above helps..

Eric

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel [redacted]

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Keizer, Adam

From: Keizer, Adam
Sent: November-27-17 11:35 AM
To: Tadey, Robert; Petersen, Shane; Gardner, Lindsay
Subject: FW: DFO update on ramp up actions - Jake Shearer

FYI

From: Davis, Neil
Sent: November-27-17 11:30 AM
To: Keizer, Adam; Kanno, Roger; Jones, Lisa Ann
Subject: FW: DFO update on ramp up actions - Jake Shearer

Update, fyi

From: Chiang, Eric
Sent: November-27-17 10:55 AM
To: Antcliffe, Bonnie; Payne, Brigid; O'Grady, Liane
Cc: Herborg, Matthias; Cottrell, Paul; Rogers, Juanita; Johansen, Jeff; Davis, Neil; Cauffope, Genevieve
Subject: RE: DFO update on ramp up actions - Jake Shearer

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  - Marine mammal
    - ***high sensitivity*** Sea otters / Stellar Sea Lions
    - ~100 sea otters / pups in the area, as indicated by Science (Linda Nichols)
    - Paul Cottrell's group is mobilizing staff and hardware, getting ready to travel. Science MM specialists are being engaged too.

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    - Vancouver Aquarium Marine Mammal Rescue Centre *is alerted*.
        - DFO has put forward the option of engaging Vancouver Aquarium staff / hardware as contracted response resource for CCG. We are awaiting CCG confirmation.
        - The option includes starting to move Vancouver Aquarium assets to Port Hardy – closer to the scene.
- Spatial data and ecosystem information gathering:
    - Science (Matthias) is gathering ecosystem sensitivities information
    - Oceans RRP group is gathering fishery information
- ECCC NEEC engagement
    - Trajectory modeling has been produced based on worst case scenario. NEEC will continue to support CCG as needed.
    - No other NEEC action intersecting with DFO yet. (but I bet they are in constant contact with CCG ER...)
- DFO alerted sector: Area / Oceans / Science / FM / C&P. Messaging: Be alert and stand by.
- Externally DFO is also linking up with FNHA.
- In summary, DFO prep actions are happening right now in line with CCG's operational stance – precautionary.
    - Oceans and Science are working together on this.
    - We're in constant contact with CCG.

Hope that above helps..

Eric

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel (

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Keizer, Adam

From: Davis, Neil
Sent: November-27-17 9:49 AM
To: Keizer, Adam; Cottrell, Paul; Kanno, Roger
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift
Attachments: Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC.pdf

Hi folks,

Heads up on the below. At this stage, please consider what information you would be able to pull together on short notice, similar to what Juanita has done below for shellfish, should it become needed to inform any response planning – ie, areas w/known resource values or fisheries. Location of barge can be seen here
http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713

From: Johansen, Jeff
Sent: November-27-17 8:17 AM
To: Davis, Neil; Thomson, Andrew
Subject: Fw: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

FYI. Another fuel barge in distress in Central Coast. Barge is now anchored with no fuel or oil release. CCG is on scene.
Jeff

From: Rogers, Juanita
Sent: Monday, November 27, 2017 11:09 AM Eastern Standard Time
To: Johansen, Jeff; Chiang, Eric
Cc: Clark, Dan; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

The 12-metre Jake Shearer barge has separated from its tug in Area 107 west of the Goose Islands, and is now independently anchored. CCG ER is on site, WCMRC has been mobilized. There is an estimated 3.5 million litres of diesel and 468,000 litres of gasoline onboard, but no reported spills.

DFO FPP Response is engaged and in touch with Resource Management. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.

DFO RM Invertebrates notes the following known resources & fisheries in the area(s):

Area	Subarea	Fishery	Commercial Licence (and licence holders)
107	1	Crab	R
107	1	Prawn	W (250)
107	1	Red urchin	ZC
107	1	Shrimp Trawl	S (237)
107	2	Crab	R

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Area	Subarea	Fishery	Commercial Licence (and licence holders)
107	2	Prawn	W (250)
107	2	Red urchin	ZC
107	2	Shrimp Trawl	S (237)
107	3	Crab	R
107	3	Prawn	W (250)
107	3	Red urchin	ZC
107	3	Shrimp Trawl	S (237)

Area	Subarea	Fishery	Commercial Licence (and licence holders)
7	25	Community Harvest Plan	Heiltsuk non-commercial
7	25	Crab	R
7	25	Sea cucumber	ZD
7	25	Geoduck	G
7	25	Prawn	W (250)
7	25	Red urchin	ZC
7	25	Shrimp Trawl	S (237)
7	26	Crab	R
7	26	Sea cucumber	ZD
7	26	Prawn	W (250)
7	26	Red urchin	ZC
7	26	Shrimp Trawl	S (237)

The Heiltsuk Nation have notified the media that these are important salmon, clam and kelp harvesting grounds.

Some of the aforementioned fisheries are currently closed. An update on immediately active fisheries will be available later this morning.

Juanita Rogers
Program Coordinator – Invertebrates, South Coast Area
Fisheries & Oceans Canada, 3225 Stephenson Point Road, Nanaimo BC V9T 1K3
(T) 250-756-7268 (C) [redacted] (E) Juanita.rogers@dfo-mpo.gc.ca

Please see our web at: http://www.pac.dfo-mpo.gc.ca/fm-gp/commercial/shellfish-mollusques/index-eng.html

---

From: Gordon, Elysha
Sent: November-27-17 6:34 AM
To: Rogers, Juanita; Clark, Dan
Subject: Fw: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

More information about the adrift fuel barge.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: CNUE / NEEC (EC) <ec.cnue-neec.ec@canada.ca>

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Sent: Monday, November 27, 2017 2:54 AM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; Gordon, Elysha; PAC Radio Room / Salle de radio PAC (DFO/MPO); DFO.F PAC CP NEEC F.MPO
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: 26 November 2017 11:41
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: Please see report below.

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

-----Original Message-----
From: SGPEP.ECC1@gov.bc.ca [mailto:SGPEP.ECC1@gov.bc.ca]
Sent: 26 November 2017 11:10
To: CNUE / NEEC (EC)
Subject: DGIR 172945 - NEA - FUEL (POTENTIAL)

DGIR 172945

Incident Date: 1904-03-20
Incident Time: 00:00
Report Date: 2017-11-26
Report Time: 19:28

Spiller: UNKNOWN

Caller 1 / Agency:
EMAIL / CCG ROC - : - :

Caller 2 / Agency:
/ - : - :

Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA
PEP Region: NEA
MOE Region: Omineca Region

Affected Env: Marine
Spill Type: Unknown
Sector: Crown
Jurisdictions:
1: Federal
2: Provincial
3: Municipal

Material: FUEL (POTENTIAL) 3.4 MILLION LITERS

Details:
At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge.
The tug north arm prowler responded to the call and offered assistance.

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Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer.
Norma H eta 2300pst.

34 Meters
The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst.
Barge adrift is 425 ft x 75 ft – draft 20 ft

Response:

Notifications:
1932 phoned MOE ROE Dave Pridham - briefed, code 2 Fed/prov/muni
1934 briefed PDM Sommerville
1934 briefed NEEC
1936 briefed RDM Sandy Miller/RDM Genevieve Fox
1946 briefed CCG ROC - 25 Miles SW Bella Bella
1947 EPC Bella Bella - Bridget Horel - left VM (Residential), left VM
1948 briefed MOE HQ
1951 briefed MOH DO Adam
1955 emailed CCG ROC/MOE Smithers/Code 2 Dist

Report Compiled By: KYLE Operations 1 ECC - 2017-11-26 19:28

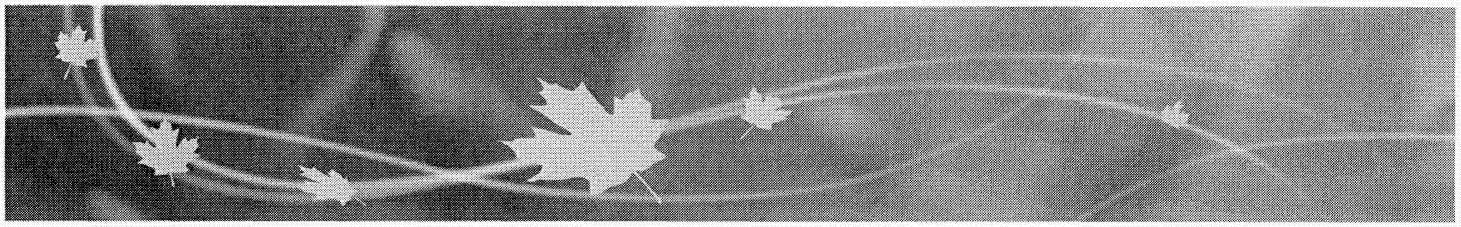
Duty Officer:
EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

UPDATE:

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Environment Canada Environnement Canada

National Environmental Emergencies Center (NEEC)
Centre National des Urgences Environnementales (CNUE)
cnue_neec@ec.gc.ca / Tel.: 1-866-283-2333



INCIDENT REPORT

NEEC Incident Number: BC-20171126-06612-17 Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC

Classification: Pollution - Transportation - Marine Vessel – Others

Incident Date/Time (Incident local): 2017/11/26 15:41

Notification Date/Time (Montreal, QC local): 2017/11/26 22:34

Substance	Qty	Unit
Diesel	3000000	Liters
Gasoline	400000	Liters

Reported By: Canadian Coast Guard

Canadian Coast Guard

N/A

Description: Material: FUEL (POTENTIAL) 3.4 MILLION LITERS Details: At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge. The tug north arm prowler responded to the call and offered assistance. Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer. Norma H eta 2300pst. 34 Meters The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst. Barge adrift is 425 ft x 75 ft – draft 20 ft

Update:

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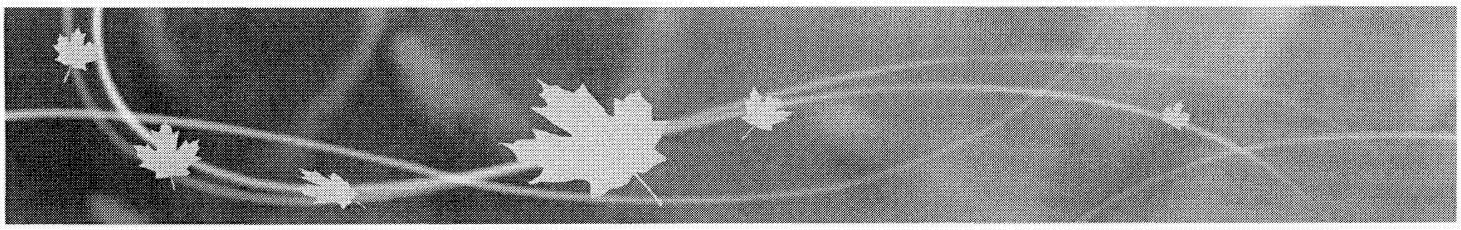
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Created By: Andrea Whyte (EC NEEC-EC CNUE)

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Environment Canada | Environnement Canada

National Environmental Emergencies Center (NEEC)
Centre National des Urgences Environnementales (CNUE)
cnue_neec@ec.gc.ca / Tel.: 1-866-283-2333



UPDATE 1 RECEIVED AT NEEC CALL CENTER AT 01H14 NOVEMBER 27, 2017. AW

Caller / Agency:
DAVE PRIDHAM / MOE
Details:

UPDATE 2 RECEIVED AT NEEC CALL CENTER AT 01H46 NOVEMBER 27, 2017. AW

Caller / Agency:
DAVE PRIDHAM / MOE

Details:
• The responsible party has activated its arrangement with Western Canada Marine Response Corporation, which is preparing resources to deploy from Vancouver, Nanaimo and Port Hardy.
• ENV has made contact with the Heiltsuk Nation leadership and will continue to provide regular updates as the situation evolves.
• The Coast Guard has staged resources in the area, including the Gordon Reid which is now on scene, to support a potential SAR rescue of the two crew members on board the tug. Those resources may be redirected to environmental response as needed once life safety is assured.
• There continues to be no indication of a release of fuel and the anchors on the barge continue to hold.
• Weather in the area continues to complicate the response.

Address: **City:** Bella Bella **Prov:** BC - British Columbia

Coordinates: 51.823333 -128.513333

Location: Queen Charlotte Sound

Notification to Stakeholders: Canadian Wildlife Service (CWS)
Department of Fisheries and Oceans (DFO)
EC Environmental Enforcement Directorate (EED)
EC Marine Water Quality Monitoring Program (MWQM)
EC Wildlife Enforcement Directorate (WED)

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Created By: Andrea Whyte (EC NEEC-EC CNUE)

Canada

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Keizer, Adam

From: Davis, Neil
Sent: November-27-17 1:19 PM
To: Keizer, Adam; Jones, Lisa Ann; Kanno, Roger; Johansen, Jeff; Rogers, Juanita
Subject: FW: CCG update to current ER Situation
Attachments: Jake Shearer Incident Brief 3 (November 27 2017).ppt
Attachment provided elsewhere

From: Cottrell, Paul
Sent: November-27-17 1:15 PM
To: Davis, Neil
Subject: FW: CCG update to current ER Situation

Hi Neil,
As an update, good news, barge under tow so risk level reduced. Barge being towed to Seaforth Channel to secure.
Cheers,
Paul

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 12:41 PM
To: Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: CCG update to current ER Situation

Good Afternoon.

We thought we would keep you in the loop as to the current situation in the Goose Group.

I have attached our latest info deck, so you can have a quick look at that.

- There is NO POLLUTION at this time. The tug and barge were never any shallower than 200' of water.
- The Barge is currently under tow by another tug, and bound for Seaforth channel and Norman Morrison Bay. There they will re assess, re secure and stand by for further direction.
- This is still under the direction of JRCC and SAR, but the ROC has stood up a level 2 EOC. We have tasked ships loaded with ER equipment to the area.
- WE are in the process of setting up an ICP in Port Hardy. IF you wish to join us at the ROC in Victoria or ICP in Port Hardy, please advise.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

No information has been removed or severed from this page

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CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

Pages 256 to / à 268

are duplicates

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Thompson, Undine

From: Jones, Lisa Ann
Sent: November-27-17 11:47 AM
To: Leslie, Karen
Cc: Thompson, Undine
Subject: FW: DFO update on ramp up actions - Jake Shearer

From: Davis, Neil
Sent: November-27-17 11:30 AM
To: Keizer, Adam; Kanno, Roger; Jones, Lisa Ann
Subject: FW: DFO update on ramp up actions - Jake Shearer

Update, fyi

From: Chiang, Eric
Sent: November-27-17 10:55 AM
To: Antcliffe, Bonnie; Payne, Brigid; O'Grady, Liane
Cc: Herborg, Matthias; Cottrell, Paul; Rogers, Juanita; Johansen, Jeff; Davis, Neil; Cauffope, Genevieve
Subject: RE: DFO update on ramp up actions - Jake Shearer

Hi All,
Here's the overall ramp up actions on the operational level that's taking place so far.

- Baseline condition:
  - Fuel laden barge lost tow line with the tug Jake Shearer, currently anchored off Goose Island group
  - https://www.marinetraffic.com/en/ais/home/centerx:-128.586/centery:51.870/zoom:12
  - The anchored location is very close to reefs just south of the Goose Island group (see map under Satellite layer turned on).
  - CCG has vessel on scene and another heavy tug is on scene as well rendering assistance.
  - Weather: there appears to be a window right now but seas is expected to worsen later today and this evening.
- CCG is now suggesting us (DFO Oceans EEC & Science EEC) to look into travel options to Port Hardy, in line with other precautionary preparatory actions they are taking – e.g. begin moving assets to Port Hardy, closer to the scene.
  - Eric and Matthias are now planning travel actions just in case. I recommend both of us attending the site if advised by CCG, given that 1) Potential scale of incident and 2) potential multiple highly sensitive issues (e.g. sea otters / fisheries / marine environmental protection etc.)
- Fisheries Management
  - CSSP linkage established. Juanita is monitoring the situation with other CSSP partners. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.
  - Other invert fishery information is being gathered. (finished soon?)
  - Other potential fisheries information (e.g. fin fish / ground fish etc.) not engaged so far – We will be working on that.
  - Marine mammal
    - ***high sensitivity*** Sea otters / Stellar Sea Lions
    - ~100 sea otters / pups in the area, as indicated by Science (Linda Nichols)

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    - Paul Cottrell's group is mobilizing staff and hardware, getting ready to travel. Science MM specialists are being engaged too.
    - Vancouver Aquarium Marine Mammal Rescue Centre *is alerted*.
        - DFO has put forward the option of engaging Vancouver Aquarium staff / hardware as contracted response resource for CCG. We are awaiting CCG confirmation.
        - The option includes starting to move Vancouver Aquarium assets to Port Hardy – closer to the scene.
- Spatial data and ecosystem information gathering:
    - Science (Matthias) is gathering ecosystem sensitivities information
    - Oceans RRP group is gathering fishery information
- ECCC NEEC engagement
    - Trajectory modeling has been produced based on worst case scenario. NEEC will continue to support CCG as needed.
    - *No other NEEC action intersecting with DFO yet. (but I bet they are in constant contact with CCG ER...)*
- DFO alerted sector: Area / Oceans / Science / FM / C&P. Messaging: Be alert and stand by.
- Externally DFO is also linking up with FNHA.
- In summary, DFO prep actions are happening right now in line with CCG's operational stance – precautionary.
    - Oceans and Science are working together on this.
    - We're in constant contact with CCG.

Hope that above helps..

Eric

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel [redacted]

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Jones, Lisa Ann

From: Cottrell, Paul
Sent: November-27-17 10:51 AM
To: Greene, Annely
Cc: Jones, Lisa Ann
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hi Annely,
We will have to consider potential F(G)R, SARA and MMR licencing if we are required to respond. Lisa will also likely have SARA licencing requirements so will be good to coordinate licencing actions. This is just a heads up. Will keep you guys posted.
Cheers,
Paul

From: Cottrell, Paul
Sent: November-27-17 10:30 AM
To: Davis, Neil; Keizer, Adam; Kanno, Roger
Subject: RE: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Thanks Neil,
I just got off the phone with Eric Chiang. I am mobilizing the MM oil response equipment we have in the event there is a spill. I am working with marine mammal science to coordinate resources and people in the event we have to respond. I have also contacted the Vancouver Aquarium marine mammal rehabilitation lead to provide a heads up as per Eric's request to have them on standby (they have considerable experience in triage of oiled otters). The area in question has a significant population of sea otters (over 100) which are mainly mom/pups. There is also a steller sea lion haul-out/rookery in the area. I'll keep you posted as things evolve on my end.
Cheers,
Paul

Paul Cottrell
Pacific Marine Mammal Coordinator
Fisheries and Oceans Canada
Fisheries Management Branch
Suite 200-401 Burrard
Vancouver, BC
V6C 3S4
(604) 666-9965

From: Davis, Neil
Sent: November-27-17 9:49 AM
To: Keizer, Adam; Cottrell, Paul; Kanno, Roger
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hi folks,

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Heads up on the below. At this stage, please consider what information you would be able to pull together on short notice, similar to what Juanita has done below for shellfish, should it become needed to inform any response planning – ie, areas w/known resource values or fisheries. Location of barge can be seen here http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713

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Sent: November-27-17 8:17 AM
To: Davis, Neil; Thomson, Andrew
Subject: Fw: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

FYI. Another fuel barge in distress in Central Coast. Barge is now anchored with no fuel or oil release. CCG is on scene.
Jeff

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Sent: Monday, November 27, 2017 11:09 AM Eastern Standard Time
To: Johansen, Jeff; Chiang, Eric
Cc: Clark, Dan; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

The 12-metre Jake Shearer barge has separated from its tug in Area 107 west of the Goose Islands, and is now independently anchored. CCG ER is on site, WCMRC has been mobilized. There is an estimated 3.5 million litres of diesel and 468,000 litres of gasoline onboard, but no reported spills.

DFO FPP Response is engaged and in touch with Resource Management. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.

DFO RM Invertebrates notes the following known resources & fisheries in the area(s):

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107	1	Prawn	W (250)
107	1	Red urchin	ZC
107	1	Shrimp Trawl	S (237)
107	2	Crab	R
107	2	Prawn	W (250)
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107	2	Shrimp Trawl	S (237)
107	3	Crab	R
107	3	Prawn	W (250)
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107	3	Shrimp Trawl	S (237)

Area	Subarea	Fishery	Commercial Licence (and licence holders)
7	25	Community Harvest Plan	Heiltsuk non-commercial

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Area	Subarea	Fishery	Commercial Licence (and licence holders)
7	25	Crab	R
7	25	Sea cucumber	ZD
7	25	Geoduck	G
7	25	Prawn	W (250)
7	25	Red urchin	ZC
7	25	Shrimp Trawl	S (237)
7	26	Crab	R
7	26	Sea cucumber	ZD
7	26	Prawn	W (250)
7	26	Red urchin	ZC
7	26	Shrimp Trawl	S (237)

The Heiltsuk Nation have notified the media that these are important salmon, clam and kelp harvesting grounds.

Some of the aforementioned fisheries are currently closed. An update on immediately active fisheries will be available later this morning.

Juanita Rogers
Program Coordinator – Invertebrates, South Coast Area
Fisheries & Oceans Canada, 3225 Stephenson Point Road, Nanaimo BC V9T 1K3
(T) 250-756-7268 (C) [redacted] (E) Juanita.rogers@dfo-mpo.gc.ca

Please see our web at: http://www.pac.dfo-mpo.gc.ca/fm-gp/commercial/shellfish-mollusques/index-eng.html

---

From: Gordon, Elysha
Sent: November-27-17 6:34 AM
To: Rogers, Juanita; Clark, Dan
Subject: Fw: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

More information about the adrift fuel barge.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: CNUE / NEEC (EC) <ec.cnue-neec.ec@canada.ca>
Sent: Monday, November 27, 2017 2:54 AM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; Gordon, Elysha; PAC Radio Room / Salle de radio PAC (DFO/MPO); DFO.F PAC CP NEEC F.MPO
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

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Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: 26 November 2017 11:41
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: Please see report below.

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

-----Original Message-----
From: SGPEP.ECC1@gov.bc.ca [mailto:SGPEP.ECC1@gov.bc.ca]
Sent: 26 November 2017 11:10
To: CNUE / NEEC (EC)
Subject: DGIR 172945 - NEA - FUEL (POTENTIAL)

DGIR 172945

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Incident Date: 1904-03-20
Incident Time: 00:00
Report Date: 2017-11-26
Report Time: 19:28

Spiller: UNKNOWN

Caller 1 / Agency:
EMAIL / CCG ROC - : - :

Caller 2 / Agency:
/ - : - :

Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA
PEP Region: NEA
MOE Region: Omineca Region

Affected Env: Marine
Spill Type: Unknown
Sector: Crown
Jurisdictions:
1: Federal
2: Provincial
3: Municipal

Material: FUEL (POTENTIAL) 3.4 MILLION LITERS

Details:
At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge.
The tug north arm prowler responded to the call and offered assistance.
Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer.
Norma H eta 2300pst.

34 Meters
The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst.
Barge adrift is 425 ft x 75 ft – draft 20 ft

Response:

Notifications:
1932 phoned MOE ROE Dave Pridham - briefed, code 2 Fed/prov/muni
1934 briefed PDM Sommerville

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1934 briefed NEEC
1936 briefed RDM Sandy Miller/RDM Genevieve Fox
1946 briefed CCG ROC - 25 Miles SW Bella Bella
1947 EPC Bella Bella - Bridget Horel - left VM (Residential), left VM
1948 briefed MOE HQ
1951 briefed MOH DO Adam
1955 emailed CCG ROC/MOE Smithers/Code 2 Dist

Report Compiled By: KYLE Operations 1 ECC - 2017-11-26 19:28

Duty Officer:
EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

UPDATE:

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Jones, Lisa Ann

From: Jones, Lisa Ann
Sent: November-27-17 1:21 PM
To: Leslie, Karen
Cc: Fershau, Jonathan; Thompson, Undine; Wells, Caroline; Curtis, Dan; Thar, Jonathan
Subject: FW: CCG update to current ER Situation
Attachments: Jake Shearer Incident Brief 3 (November 27 2017).ppt
Attachment provided elsewhere

Hi all – just passing along some much better news! Hopefully this will just have been a lesson learned exercise.

Cheers
Lisa

From: Cottrell, Paul
Sent: November-27-17 1:18 PM
To: Nichol, Linda; Greene, Annely; Majewski, Sheena; Jones, Lisa Ann
Subject: FW: CCG update to current ER Situation

As an update, looks like the level of risk has gone down as the barge is now under tow. Thanks for all your efforts.
Cheers,
Paul

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 12:41 PM
To: Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: CCG update to current ER Situation

Good Afternoon.

We thought we would keep you in the loop as to the current situation in the Goose Group.

I have attached our latest info deck, so you can have a quick look at that.

- There is NO POLLUTION at this time. The tug and barge were never any shallower than 200' of water.
- The Barge is currently under tow by another tug, and bound for Seaforth channel and Norman Morrison Bay. There they will re assess, re secure and stand by for further direction.
- This is still under the direction of JRCC and SAR, but the ROC has stood up a level 2 EOC. We have tasked ships loaded with ER equipment to the area.
- WE are in the process of setting up an ICP in Port Hardy. IF you wish to join us at the ROC in Victoria or ICP in Port Hardy, please advise.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]

No information has been removed or severed from this page
Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca



There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

Pages 279 to / à 291

are duplicates

sont des duplicatas

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Jones, Lisa Ann

From: Chiang, Eric
Sent: November-27-17 2:19 PM
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings, Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
Subject: FW: Jake Shearer Incident Brief #4
Attachments: Jake Shearer Incident Brief 4 (November 27 2017).ppt

FYI on latest update from CCG.

Note:

- Barge is now under tow, making its way north, then NE through Sea Forth Channel to Norman Morrison Bay. ETA 1700.
- No pollution detected so far
- CCG Environmental Response and WCMRC assets are still being mobilized toward the site.
- Overall risk is now diminishing but we are not completely out of the woods yet. CCG has asked us to stay standing by.
- Next update: after 1700 today.

Thanks
Eric

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 1:49 PM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; CCGS Bartlett - Commanding Officer; CCGS Bartlett; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO); Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: Jake Shearer Incident Brief #4

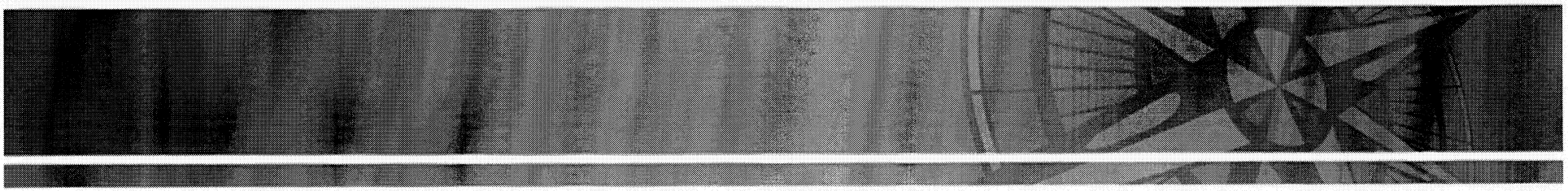
Please find Jake Shearer Incident Brief #4 Attached

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

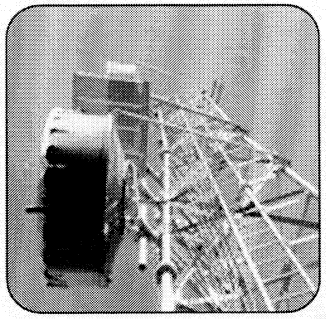
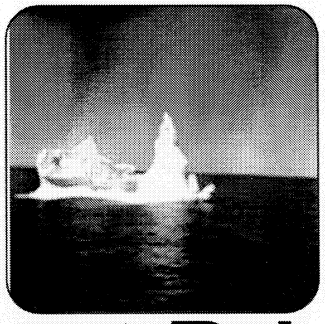
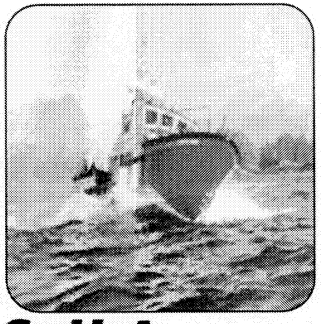
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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard



Sécurité d'abord. Service constant

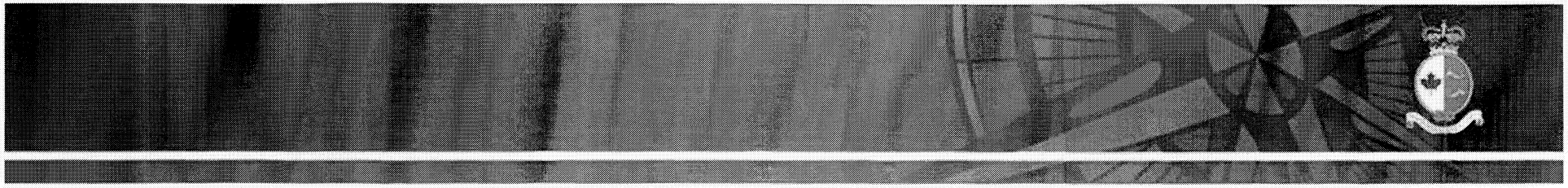






Incident Brief #4

Tug Jake Shearer / Barge Adrift / Nov. 26, 2017 1330 SAR/ER – Level 2

Canada

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de la Loi sur l'accès à l'information



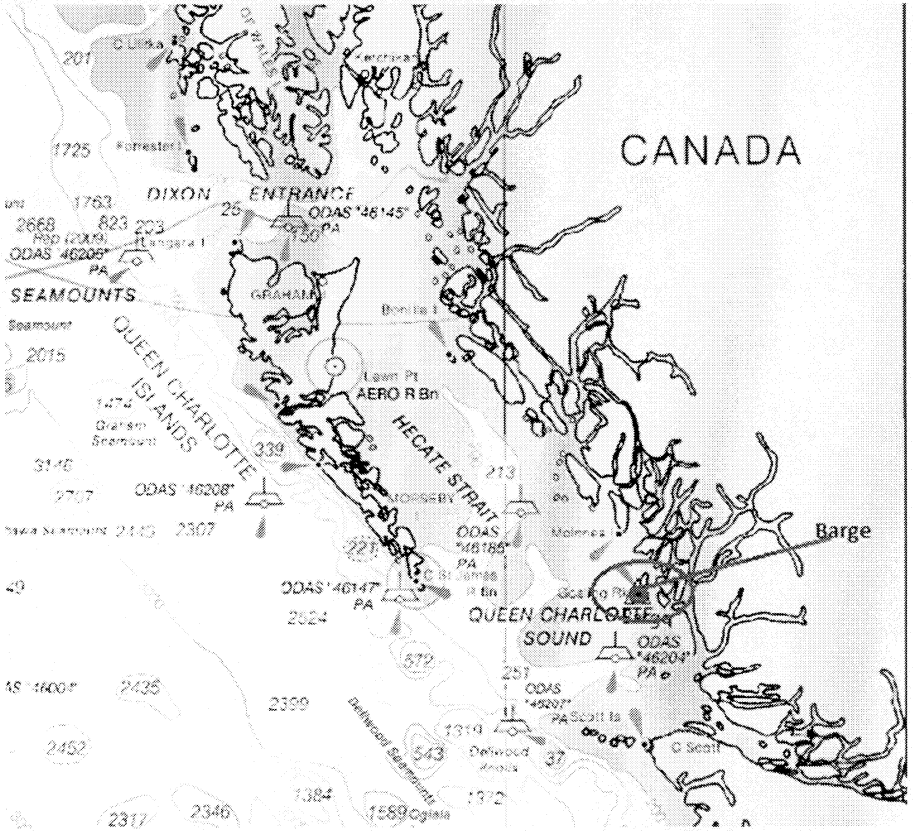
Description of threat/incident:

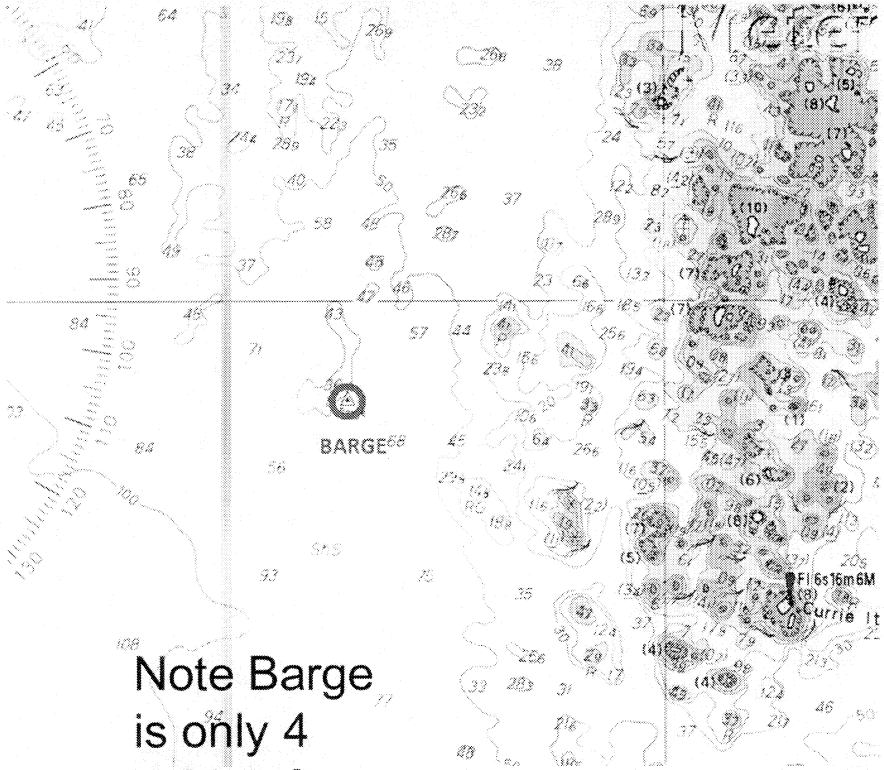
At 1600 pst, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. 0.5 million litres of gasoline.

Geographic location of threat / incident:

- **Queen Charlotte Sound, Central Coast, BC**

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Note Barge is only 4 cables from grounding hazard

Original Positions.

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Current location (1300L) of incident. Underway, 3.4 NM WNW of Cape Mark. Shown by Red Arrow and dot on the above chart.

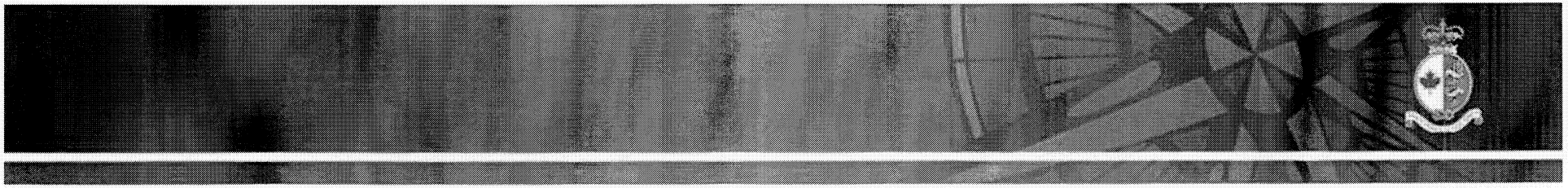
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Tug Jake Shearer Barge Adrift – Queen Charlotte Sound

USCG Doc #: 1255668
Owner: HARCO Marine LLC, Seattle, WA
Operator: Olympic Tug & Barge, Seattle, WA
Flag: USA
Hailing Port: Portland, OR
Call Sign: WDI2337
Length: 35.36 m
Beam: 10.97 m
Draught: 4.27 m
Tonnage: 261 GT/177 NT
Year of Build: 2015



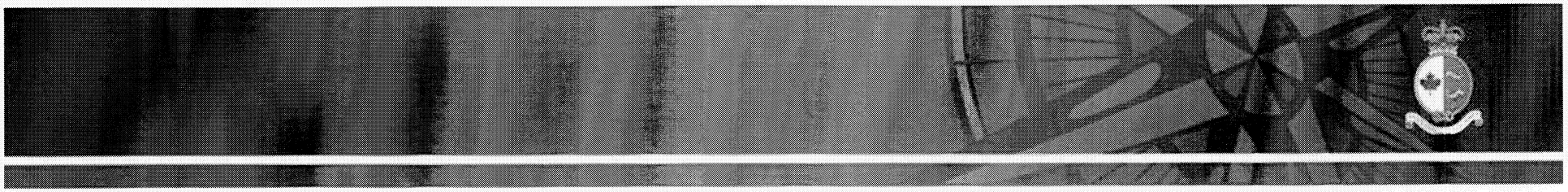
Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.



Initial Assistant Commissioner Direction:

- **Response priorities:**
- Support JRCC with incident.
- Mobilize ER resources to Port Hardy
- Ready PH CCG Station for ICP role
- Establish communications schedule with NCC
- Establish communications schedule with agency reps (DFO, EMBC, BCMOE, TC, Heiltsuk Nation, ECCC, WCMRC…)
- **Constraints/Restraints:**
- Weather
- Available platforms for Potential ER

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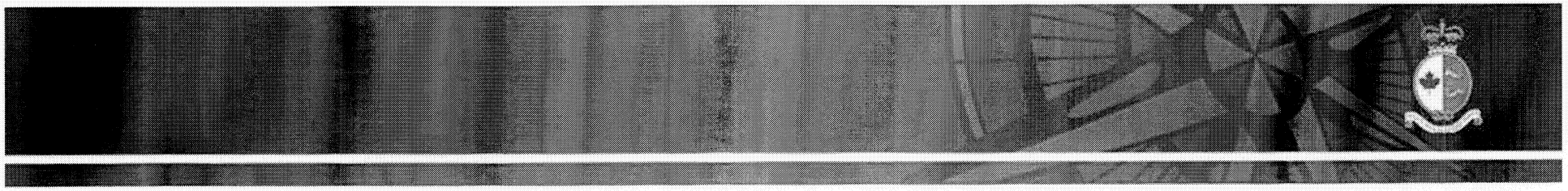
Critical Information Requirements

- All personnel recovered from barge upon reaching calm waters
- Barge under two by the Gulf Cajun
- Bartlett loaded enroute Goose Island AOR
- Media & Local Government RFI's
- Heiltsuk Nation enquiries / concerns raised by elected or hereditary leadership overnight

Departments/Agencies currently involved:

EMBC
Heiltsuk Nation
MOE
ECCC
BC Coast Pilots
WCMRC
CCG
TC
DFO

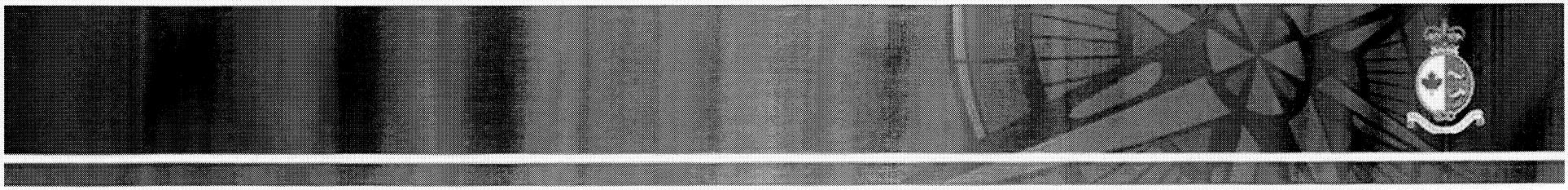
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Initial actions:

- Dispatch Resources
- 24/7 EOC Level 1 Activation achieved at 1845L
- Determine ICP Location (Port Hardy Coast Guard Station – initial muster point)
- Mobilize ER Resources onboard CCGS Bartlett
- Period 1: IAP complete with 11 resource tasking in effect

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- **Potential impact of incident/threat:**
- **Loss of property**
- **Environmental impact**
- **Loss of Life**

Media attention *(current) to 1300 Nov. 27*:

- **Province wide media attention – Current**
- **DND Public Affairs Officer (lead) supported by: DFO Regional Comms.**
- **Communications: Unified Command media lines being drafted with RP, CCG, Heiltsuk, BCMOE**

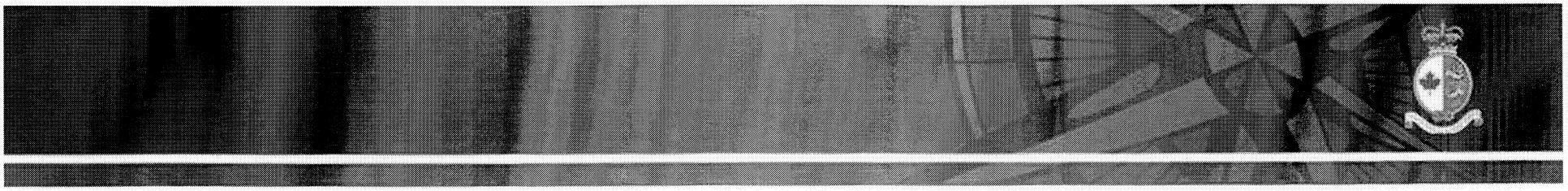
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Next steps: As of 1300

On scene:

- When Vessels reach Ivory Island, Transfer of Command will occur from JRCC to ER.
- Tug Gulf Cajun has barge under tow. Current location is 3NM WNW of Cape Mark. ETA for Norman Morrison Bay is 1700L
- CCGS Gordon Reid continues to stand-by & monitor the situation
- Jake Shearer is also following along bound for Norman Morrison Bay.
- Heiltsuk, TC, CCG and BC Coast Pilots approve of transit route to Seaforth Channel and then to Norman Morrison Bay.

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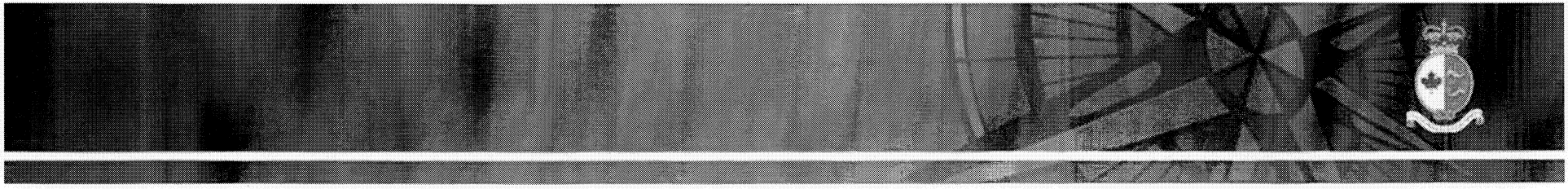


Regional:

Mobilize resources potential pollution response

- CCGS Bartlett loaded E/R equipment, enroute to Port Hardy to stand by for further assessment.
- CG701 & PRV # 3 enroute to Campbell River. They will also stand by for further assessment and direction.
- Stand up ICP in Port Hardy.
  - E/R crew arriving by helicopter ETA 1130 PST Nov. 27th.
  - Crews driving to Port Hardy ETA 1300 ~ 1400 PST Nov.27th, with 1000 ft curtain boom and Oval Bay.
- EOC developed overnight and operational. IAP for period 2 being developed.
- Company sent tug Earl W Redd, to assist ETA 1700 PST Nov. 28th.
- WCMRC stopping for crew rest in Klemtu and Port McNeill.

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National:

- Prepare for Media & Political attention
- Prepare for OGD support at National level

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Potential impact of incident:

Threat/Risk	Potential Impact
Environmental damage - extensive	Fishery, and Indigenous community impacts
Isolated, high energy, poor wx, operating area	Time lag to mobilize and sustain response
Interoperation OGD & Public	Loss of public confidence in CCG
Resource Fatigue – mobilizing and responding with limited numbers of personnel and assets	ROC/ER/Fleet Fatigue

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Cottrell, Paul

From: Cottrell, Paul
Sent: November-27-17 9:51 AM
To: Nichol, Linda; Majewski, Sheena
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift
Attachments: Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC.pdf

Attachment and complete email found elsewhere.

fyi

From: Davis, Neil
Sent: November-27-17 9:49 AM
To: Keizer, Adam; Cottrell, Paul; Kanno, Roger
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hi folks,

Heads up on the below. At this stage, please consider what information you would be able to pull together on short notice, similar to what Juanita has done below for shellfish, should it become needed to inform any response planning – ie, areas w/known resource values or fisheries. Location of barge can be seen here
http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713

From: Johansen, Jeff
Sent: November-27-17 8:17 AM
To: Davis, Neil; Thomson, Andrew
Subject: Fw: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

FYI. Another fuel barge in distress in Central Coast. Barge is now anchored with no fuel or oil release. CCG is on scene.
Jeff

From: Rogers, Juanita
Sent: Monday, November 27, 2017 11:09 AM Eastern Standard Time
To: Johansen, Jeff; Chiang, Eric
Cc: Clark, Dan; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

The 12-metre Jake Shearer barge has separated from its tug in Area 107 west of the Goose Islands, and is now independently anchored. CCG ER is on site, WCMRC has been mobilized. There is an estimated 3.5 million litres of diesel and 468,000 litres of gasoline onboard, but no reported spills.

DFO FPP Response is engaged and in touch with Resource Management. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.

DFO RM Invertebrates notes the following known resources & fisheries in the area(s):

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Cottrell, Paul

From: Johansen, Jeff
Sent: November-27-17 10:00 AM
To: Cottrell, Paul
Subject: FW: Vessel incident - Bella Bella
Attachments: FW: Canadian Coast Guard - Brian Wootton update

For your records

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Chiang, Eric
Sent: November-27-17 9:40 AM
To: Johansen, Jeff
Subject: RE: Vessel incident - Bella Bella

Thanks Jeff. Fingers crossed – looks like there's lots of assets moving there..

From: Johansen, Jeff
Sent: November-27-17 9:17 AM
To: Chiang, Eric
Subject: RE: Vessel incident - Bella Bella

Eric,
You might be interested in the marine forecast for the area. I have attached it here. It does not look favourable.

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Chiang, Eric
Sent: November-27-17 6:45 AM
To: Rogers, Juanita; Johansen, Jeff; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Subject: RE: Vessel incident - Bella Bella

Thanks for the heads up Juanita.
Emails started flowing last night and we're linked up to CCG for any additional support should it be needed. Incident Comman post has been established on the CCGS Gordon Reid; there was first conference call that included CCG Environmental Response last night around 11pm.
Lots of chatter on twitter already #jackshearer

The tug is actually anchored very close to the reefs just south of the main Goose group.
https://www.marinetraffic.com/en/ais/home/centerx:-128.494/centery:51.867/zoom:13https://www.marinetraffic.com/en/ais/home/centerx:-128.494/centery:51.867/zoom:13

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Looks like there's additional tugs on scene and/or arriving soon, by the looks of all the arrows on map. Last night it was just the barge and the 2 CCG boats!

Eric

Eric Chiang

Senior Officer

Regional Response Planning

Oceans Program

Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017

Cel [redacted]

From: Rogers, Juanita
Sent: Monday, November 27, 2017 6:14 AM
To: Johansen, Jeff; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Cc: Chiang, Eric
Subject: Vessel incident - Bella Bella

We will be on priority CSSP bivalve response this morning; just heard on morning media:

Fuel barge stranded due to wind, broke free from transport tug near Goose Group offshore Area 7 around midnight
Jake Shearer (replacement for Nathan E Stewart) now anchored with no signs of release (diesel and gas onboard)
CCG on scene, awaiting rescue tugs
Heiltsuk Nation have spoken to media

http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713

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Cottrell, Paul

From: Payne, Brigid
Sent: November-27-17 9:29 AM
To: Chiang, Eric; Chmelnitsky, Elly
Subject: FW: Canadian Coast Guard - Brian Wootton update

FYI. I will forward further updates. Fingers crossed that we don't have to mount environmental response.

Brigid

From: Reid, Rebecca
Sent: November-27-17 7:46 AM
To: Kerr, Lisa; Smith, Ken; Girouard, Louise; Antcliffe, Bonnie; Trager, Diana; Payne, Brigid
Cc: Johal, Sharan; Thomson, Andrew; Lowe, Carmel; Masson, Colin
Subject: Fw: Canadian Coast Guard - Brian Wootton update

Fyi - the latest that I have received.

RR

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 7:19 AM
To: Robert Dick (Robert.Dick@tc.gc.ca); 'Catherine Lappe'; Reid, Rebecca; Ivany, Gary
Subject: FW: Canadian Coast Guard - Brian Wootton update

Folks,
An update from overnight. Things are stable. We chose to "do no harm" by letting weather abate and allow the most capable tug to get on scene to effect the tow. If conditions required, the Reid might have moved the barge off, but this would have been more risky given bad conditions and limited tow capacity.
We'll continue moving assets to the scene, staging out of Port Hardy. We'll aim to send an LO to Bella Bella and shift a ICP there if necessary.
R

1) The heavy towing vessel Gulf Cajun has been contracted by Harley Marine Services of Seattle to attend to their fuel barge anchored near shore on the west side of the Gosling rocks. At this time (02:30) the Bella Bella Lifeboat has just secured back at her dock – the crew will require some prone rest before we can task them again. That said we are working on a couple of options to have one or more Heiltsuk representatives transported to the area of operations later this morning if the weather conditions are safe to do so (including potentially joining the Lifeboat crew).

2) We have tasked the CCG Ship Bartlett from Victoria to attend to the scene – she is underway at this time. That said she will not transit past Bella Bella on her initial voyage north. A number of smaller Coast Guard vessels have been tasked to muster in Port Hardy tomorrow as well.

3) At this point it appears that the Gulf Cajun will arrive on scene at approximately 07:00. If she is able to connect she will tow the fuel barge offshore before heading for a place of refuge – which location options are being

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assessed by Transport Canada as I write this email. (at the 23:00 coordination call the initial indications are Port Hardy)

4) The case currently remains a Search & Rescue mission – as the barge has 2 crewmembers onboard who must be returned to a towing vessel and safety at some point this morning. While it remains a SAR case CCG does not work in the unified command model which we utilized together during NES last year. The best way for all of us to stay informed is through the CCG ROC/EOC – which has been and will continue to run coordination calls – the next of which is scheduled for 08:00.

5) If the barge grounds overnight or tomorrow morning, the crew will be evacuated and the incident will hand-over to Environmental Response. If this happens we will once again engage a Unified Command structure combining BCMOE, the Polluter, and Heiltsuk Nation. We would look for your support to provide an Incident Commander and to the extent that the Nation can – to integrate in the response wherever you assess need. (Environmental Unit, SCAT, Sampling, Operations etc.)

6) Using precautionary principle our Environmental Response program is mobilizing personnel and equipment overnight for staging in Port Hardy. The CCG Station has been advised to prepare itself to host an *initial* ICP starting tomorrow. This does not mean that a forward operating base and/or the full ICP could/would not be moved to Bella Bella in the subsequent operating periods if this does indeed turn into an Environmental Response operation. In this first operational period our objective has been to establish an EOC here in Victoria, and to assemble and surge assets to the north Island.

7) I will be handing over the EOC lead to Joanne McNish in a few hours and will include outreach to Heiltsuk leadership as priority – we will have a fresh operational update in hand at that point, and be in a better position to assess together how/when/where we can work most effectively on any potential response.

8) One final thought for this update: we have tasked a CCG helicopter in support of this operation, its first taskings will support personnel transport to the scene. We may be able to subsequently arrange Heiltsuk overflight operating out of Bella Bella airport. I will include this for analysis by the air operations group at first light.

A couple of contact numbers for you until we have an ICP up and running are here at the Regional Operations Centre: 250-413-2800 or 250-413-2801...

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Cottrell, Paul

From: Majewski, Sheena
Sent: November-27-17 4:29 PM
To: Herborg, Matthias; Nichol, Linda; Cottrell, Paul; Spaven, Lisa; Doniol-Valcroze, Thomas; Grant, Paul
Cc: MacDougall, Lesley; O, Miriam; Lowe, Carmel
Subject: RE: REQUEST FOR INFORMATION FOR POTENTIAL OIL SPILL
Attachments: goose group pinnipeds.PNG

Hi Matthias,

The attachment shows the location of known seal haulout sites (though they move around quite a bit) and the Steller sea lion rookery (most of the pups are on Currie Islet). About 50 seals were counted in the area in 2005 and 1200 Steller sea lions (including ~500 pups) were counted at Gosling rocks in fall of 2012. I have started counting animals from our most recent (fall 2016) photos – let me know if more recent information is required at some point.

Thank-you,

Sheena

From: Herborg, Matthias
Sent: November-27-17 1:52 PM
To: Nichol, Linda; Majewski, Sheena; Cottrell, Paul; Spaven, Lisa; Doniol-Valcroze, Thomas; Grant, Paul
Cc: MacDougall, Lesley; O, Miriam; Lowe, Carmel
Subject: RE: REQUEST FOR INFORMATION FOR POTENTIAL OIL SPILL

Hi Linda

Thanks for the detailed response, fingers crossed we don't have to put it to use.

Matthias

From: Nichol, Linda
Sent: 2017–November-27 1:15 PM
To: Herborg, Matthias; Majewski, Sheena; Cottrell, Paul; Spaven, Lisa; Doniol-Valcroze, Thomas; Grant, Paul
Cc: MacDougall, Lesley; O, Miriam; Lowe, Carmel
Subject: RE: REQUEST FOR INFORMATION FOR POTENTIAL OIL SPILL

Here is updated information about sea otters specifically relevant to this situation

Linda

From: Herborg, Matthias
Sent: November-27-17 11:35 AM
To: Nichol, Linda; Majewski, Sheena; Cottrell, Paul; Spaven, Lisa; Doniol-Valcroze, Thomas; Graham, Kyla; Grant, Paul
Cc: MacDougall, Lesley; O, Miriam; Lowe, Carmel
Subject: REQUEST FOR INFORMATION FOR POTENTIAL OIL SPILL

Hi

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

I am contacting you in response to the concern for a potential oil spill along the Central Coast of BC. At this point the barge is intact, but in order to prepare for a potential disaster I am starting to reach out to gather the relevant information for an environmental response.

- Baseline condition:
  - Fuel laden barge lost tow line with the tug Jake Shearer, currently anchored off Goose Island group
  - https://www.marinetraffic.com/en/ais/home/centerx:-128.586/centery:51.870/zoom:12
  - The anchored location is very close to reefs just south of the Goose Island group (see map under Satellite layer turned on).
  - CCG has vessel on scene and another heavy tug is on scene as well rendering assistance.
  - Weather: there appears to be a window right now but seas is expected to worsen later today and this evening.
- CCG is preparing to set up an Incident Command Post for a potential Environmental Response in Port Hardy, and Eric Chiang and I are preparing to head up there.

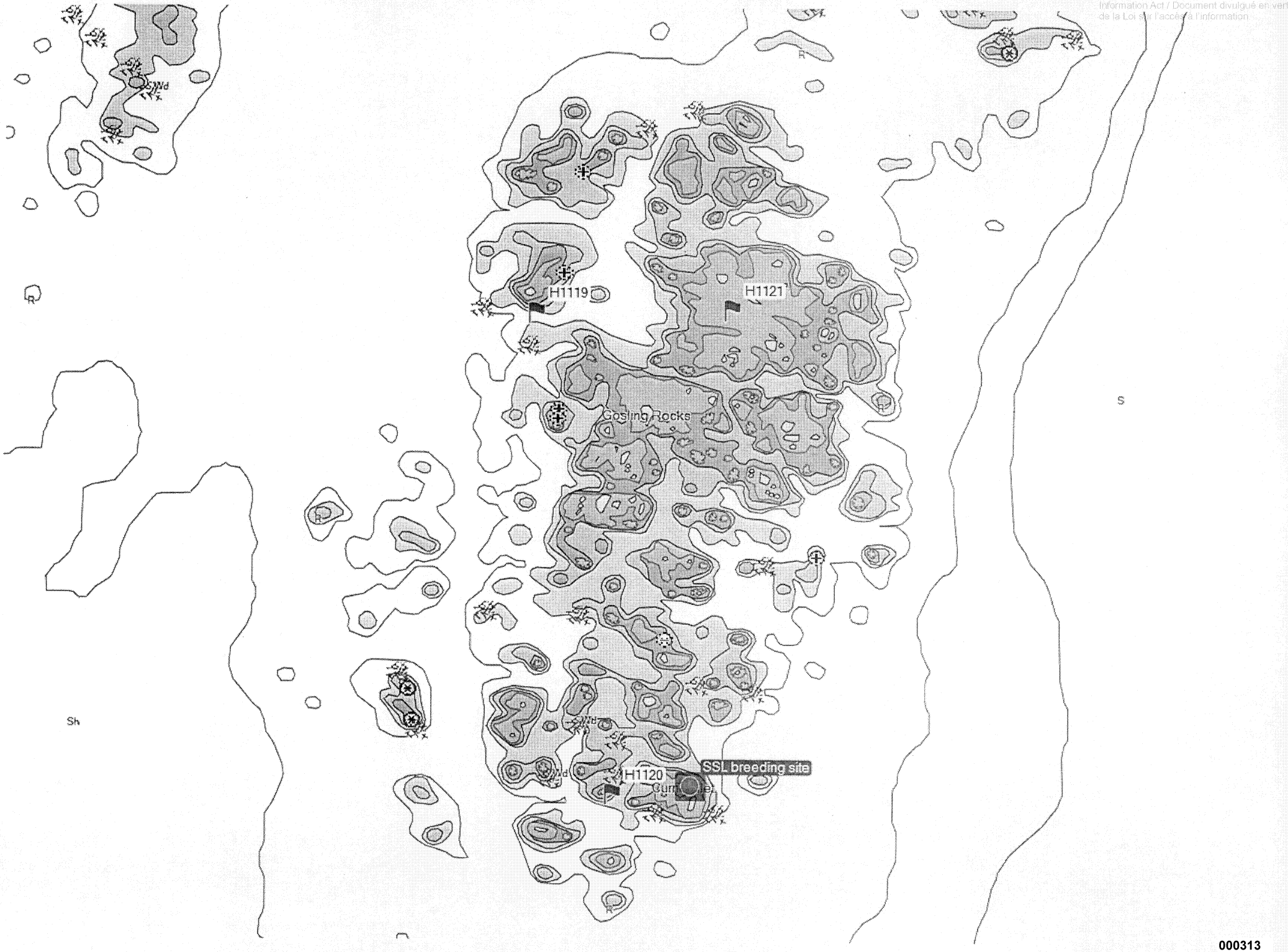
I have attached a basic map with the area of concern and the limited information I have available for marine mammals there. I only have a Provincial Layer for Sea Otters that indicates a population around Goose Island. If you could provide me with any additional information regarding marine mammals present in the area around this time of the year that would be very useful. Also information regarding their vulnerability to oil at this point in time would be great. I assume all weaning and moulting is over but you are the experts.

Please acknowledge the receipt of this email so I know you have received it, and if you could provide me with information by 4pm that would be great.

Thanks again for your help and feel free to contact me if you have any questions

Matthias

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Johansen, Jeff

From: Johansen, Jeff
Sent: November-27-17 10:00 AM
To: Cottrell, Paul
Subject: FW: Vessel incident - Bella Bella
Attachments: FW: Canadian Coast Guard - Brian Wootton update
Attachment provided elsewhere.

For your records

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Chiang, Eric
Sent: November-27-17 9:40 AM
To: Johansen, Jeff
Subject: RE: Vessel incident - Bella Bella

Thanks Jeff. Fingers crossed – looks like there's lots of assets moving there..

From: Johansen, Jeff
Sent: November-27-17 9:17 AM
To: Chiang, Eric
Subject: RE: Vessel incident - Bella Bella

Eric,
You might be interested in the marine forecast for the area. I have attached it here. It does not look favourable.

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Chiang, Eric
Sent: November-27-17 6:45 AM
To: Rogers, Juanita; Johansen, Jeff; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Subject: RE: Vessel incident - Bella Bella

Thanks for the heads up Juanita.
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Looks like there's additional tugs on scene and/or arriving soon, by the looks of all the arrows on map. Last night it was just the barge and the 2 CCG boats!

Eric

Eric Chiang

Senior Officer

Regional Response Planning

Oceans Program

Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017

Cel [redacted]

From: Rogers, Juanita
Sent: Monday, November 27, 2017 6:14 AM
To: Johansen, Jeff; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Cc: Chiang, Eric
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http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713

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Johansen, Jeff

From: Rogers, Juanita
Sent: November-27-17 3:49 PM
To: Johansen, Jeff; Chiang, Eric; Herborg, Matthias
Cc: Groves, Steven; Gordon, Elysha; Clark, Dan
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift
Attachments: Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC.pdf

Latest reports are now coming through varying distribution – this one appears to suggest the barge has taken on water, and an assessment of resources in Norman Morrison Bay is underway. The format of timestamp on the report is inconsistent so challenging to understand the flow of events.

Juanita
(T) 250-756-7268 (C) [redacted]

From: Graca, Elizabeth (EC) [mailto:elizabeth.graca@canada.ca]
Sent: November-27-17 3:39 PM
To: Rogers, Juanita
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

FYI - last update on the incident. No reports of pollution at this time. Barge is being towed; however, may be paused due to weather.

From: CNUE / NEEC (EC)
Sent: November 27, 2017 3:38 PM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC); Mezzana, Thierry (EC)
Subject: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: 27 November 2017 5:35
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC); Dussault, Mathieu (EC)
Subject: **UPDATES** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

Regards,

Yassine Bichri

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
yassine.bichri@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
yassine.bichri@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: November 27, 2017 5:55 AM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

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Regards,

Andrea Whyte

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Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: 26 November 2017 11:41
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: Please see report below.

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

-----Original Message-----
From: SGPEP.ECC1@gov.bc.ca [mailto:SGPEP.ECC1@gov.bc.ca]
Sent: 26 November 2017 11:10
To: CNUE / NEEC (EC)
Subject: DGIR 172945 - NEA - FUEL (POTENTIAL)

DGIR 172945

Incident Date: 1904-03-20
Incident Time: 00:00
Report Date: 2017-11-26

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Report Time: 19:28

Spiller: UNKNOWN

Caller 1 / Agency:
EMAIL / CCG ROC - : - :

Caller 2 / Agency:
/ - : - :

Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA
PEP Region: NEA
MOE Region: Omineca Region

Affected Env: Marine
Spill Type: Unknown
Sector: Crown
Jurisdictions:
1: Federal
2: Provincial
3: Municipal

Material: FUEL (POTENTIAL) 3.4 MILLION LITERS

Details:
At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge.
The tug north arm prowler responded to the call and offered assistance.
Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer.
Norma H eta 2300pst.

34 Meters
The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst.
Barge adrift is 425 ft x 75 ft – draft 20 ft

Response:

Notifications:
1932 phoned MOE ROE Dave Pridham - briefed, code 2 Fed/prov/muni
1934 briefed PDM Sommerville
1934 briefed NEEC
1936 briefed RDM Sandy Miller/RDM Genevieve Fox
1946 briefed CCG ROC - 25 Miles SW Bella Bella

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1947 EPC Bella Bella - Bridget Horel - left VM (Residential), left VM
1948 briefed MOE HQ
1951 briefed MOH DO Adam
1955 emailed CCG ROC/MOE Smithers/Code 2 Dist

Report Compiled By: KYLE Operations 1 ECC - 2017-11-26 19:28

Duty Officer:
EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

UPDATE:

Pages 321 to / à 324

are duplicates

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Johansen, Jeff

From: Rogers, Juanita
Sent: November-27-17 1:33 PM
To: Johansen, Jeff; Chiang, Eric
Cc: Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha; Clark, Dan
Subject: RE: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Update 1241 hours from CCG:

- There is NO POLLUTION at this time. The tug and barge were never any shallower than 200' of water.
- The Barge is currently under tow by another tug, and bound for Seaforth channel and Norman Morrison Bay. There they will reassess, re secure and stand by for further direction.
- This situation is still under the direction of JRCC; ROC has tasked ships loaded with ER equipment to the area.
- CCG is in the process of setting up an ICP in Port Hardy. Several agencies are invited to participate.

Please also note – the originally reported names in media were incorrect – the tug is the Jake Shearer and the barge is the Zidell Marine 277.

Juanita
(T) 250-756-7268 (C) [redacted]

From: Rogers, Juanita
Sent: November-27-17 11:01 AM
To: Johansen, Jeff (Jeff.Johansen@dfo-mpo.gc.ca); Chiang, Eric (Eric.Chiang@dfo-mpo.gc.ca); Antcliffe, Bonnie; Payne, Brigid; O'Grady, Liane
Cc: Groves, Steven (Steven.Groves@dfo-mpo.gc.ca); Ridings, Pauline (Pauline.Ridings@dfo-mpo.gc.ca); Wylie, Erin; Gordon, Elysha; Clark, Dan (Dan.Clark@dfo-mpo.gc.ca)
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Please see update on status of *active commercial invertebrate* fisheries in these areas – in summary, no active commercial invert fisheries in immediate area.

Under the CSSP, no bivalve fisheries are open at all in Area 7 to 10. In addition, there is a Sanitary Closure at the south end of the Goose/Gosling group: Closure 7.16.

Little information is available on active FSC fisheries; given the offshore nature of the incident, there is likely no recreational harvest.

Area	Subarea	Fishery/Plan	Commercial Licence (and licence holders)	Status 20171127
7	25	Bivalve Community Harvest Plan	Heiltsuk non-commercial FSC	Areas 7 to 10 closed to all bivalve shellfish (CSSP)
107	1	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
107	2	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
107	3	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30

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7	25	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
7	26	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
7	25	Geoduck	G (55 coastwide)	Commercial active north in Area 6 and 106 (Moore, Surf). Areas 7 to 10 closed to all bivalve shellfish (CSSP)
107	1	Prawn	W (250 coastwide)	Commercial closed
107	2	Prawn	W (250 coastwide)	Commercial closed
107	3	Prawn	W (250 coastwide)	Commercial closed
7	25	Prawn	W (250 coastwide)	Commercial closed
7	26	Prawn	W (250 coastwide)	Commercial closed
107	1	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
107	2	Red urchin	ZC (110 coastwide, 86 north)	Commercial active north in Area 5 and 106 (Lower Banks Island)
107	3	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
7	25	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
7	26	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
7	25	Sea cucumber	ZD (85 coastwide: NC31, CC30, ECVI 22, WCVI-2)	Commercial closed
7	26	Sea cucumber	ZD (85 coastwide: NC31, CC30, ECVI 22, WCVI-2)	Commercial closed
107	1	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
107	2	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
107	3	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
7	25	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
7	26	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure

Juanita
(T) 250-756-7268 (C) [redacted]

From: Rogers, Juanita
Sent: November-27-17 8:09 AM
To: Johansen, Jeff (Jeff.Johansen@dfo-mpo.gc.ca); Chiang, Eric (Eric.Chiang@dfo-mpo.gc.ca)
Cc: Clark, Dan (Dan.Clark@dfo-mpo.gc.ca); Groves, Steven (Steven.Groves@dfo-mpo.gc.ca); Ridings, Pauline (Pauline.Ridings@dfo-mpo.gc.ca); Wylie, Erin; Gordon, Elysha
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

The 12-metre Jake Shearer barge has separated from its tug in Area 107 west of the Goose Islands, and is now independently anchored. CCG ER is on site, WCMRC has been mobilized. There is an estimated 3.5 million litres of diesel and 468,000 litres of gasoline onboard, but no reported spills.

DFO FPP Response is engaged and in touch with Resource Management. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.

DFO RM Invertebrates notes the following known resources & fisheries in the area(s):

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

Area	Subarea	Fishery	Commercial Licence (and licence holders)
107	1	Crab	R
107	1	Prawn	W (250)
107	1	Red urchin	ZC
107	1	Shrimp Trawl	S (237)
107	2	Crab	R
107	2	Prawn	W (250)
107	2	Red urchin	ZC
107	2	Shrimp Trawl	S (237)
107	3	Crab	R
107	3	Prawn	W (250)
107	3	Red urchin	ZC
107	3	Shrimp Trawl	S (237)

Area	Subarea	Fishery	Commercial Licence (and licence holders)
7	25	Community Harvest Plan	Heiltsuk non-commercial
7	25	Crab	R
7	25	Sea cucumber	ZD
7	25	Geoduck	G
7	25	Prawn	W (250)
7	25	Red urchin	ZC
7	25	Shrimp Trawl	S (237)
7	26	Crab	R
7	26	Sea cucumber	ZD
7	26	Prawn	W (250)
7	26	Red urchin	ZC
7	26	Shrimp Trawl	S (237)

The Heiltsuk Nation have notified the media that these are important salmon, clam and kelp harvesting grounds.

Some of the aforementioned fisheries are currently closed. An update on immediately active fisheries will be available later this morning.

Juanita Rogers
Program Coordinator – Invertebrates, South Coast Area
Fisheries & Oceans Canada, 3225 Stephenson Point Road, Nanaimo BC V9T 1K3
(T) 250-756-7268 (C) [redacted] (E) Juanita.rogers@dfo-mpo.gc.ca

Please see our web at: http://www.pac.dfo-mpo.gc.ca/fm-gp/commercial/shellfish-mollusques/index-eng.html

---

From: Gordon, Elysha
Sent: November-27-17 6:34 AM
To: Rogers, Juanita; Clark, Dan

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

Subject: Fw: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

More information about the adrift fuel barge.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: CNUE / NEEC (EC) <ec.cnue-neec.ec@canada.ca>
Sent: Monday, November 27, 2017 2:54 AM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; Gordon, Elysha; PAC Radio Room / Salle de radio PAC (DFO/MPO); DFO.F PAC CP NEEC F.MPO
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: 26 November 2017 11:41
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: Please see report below.

Regards,

Andrea Whyte

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Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

-----Original Message-----
From: SGPEP.ECC1@gov.bc.ca [mailto:SGPEP.ECC1@gov.bc.ca]
Sent: 26 November 2017 11:10
To: CNUE / NEEC (EC)
Subject: DGIR 172945 - NEA - FUEL (POTENTIAL)

DGIR 172945

Incident Date: 1904-03-20
Incident Time: 00:00
Report Date: 2017-11-26
Report Time: 19:28

Spiller: UNKNOWN

Caller 1 / Agency:
EMAIL / CCG ROC - : - :

Caller 2 / Agency:
/ - : - :

Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA
PEP Region: NEA
MOE Region: Omineca Region

Affected Env: Marine
Spill Type: Unknown
Sector: Crown
Jurisdictions:
1: Federal
2: Provincial
3: Municipal

Material: FUEL (POTENTIAL) 3.4 MILLION LITERS

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Details:
At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge.
The tug north arm prowler responded to the call and offered assistance.
Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer.
Norma H eta 2300pst.

34 Meters
The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst.
Barge adrift is 425 ft x 75 ft – draft 20 ft

Response:

Notifications:
1932 phoned MOE ROE Dave Pridham - briefed, code 2 Fed/prov/muni
1934 briefed PDM Sommerville
1934 briefed NEEC
1936 briefed RDM Sandy Miller/RDM Genevieve Fox
1946 briefed CCG ROC - 25 Miles SW Bella Bella
1947 EPC Bella Bella - Bridget Horel - left VM (Residential), left VM
1948 briefed MOE HQ
1951 briefed MOH DO Adam
1955 emailed CCG ROC/MOE Smithers/Code 2 Dist

Report Compiled By: KYLE Operations 1 ECC - 2017-11-26 19:28

Duty Officer:
EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

UPDATE:

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Johansen, Jeff

From: Rogers, Juanita
Sent: November-27-17 6:41 AM
To: Chiang, Eric; Johansen, Jeff; Groves, Steven
Subject: Fw: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift
Attachments: Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC.pdf

I will set up a proper distribution list when I know more this morning.

Juanita
(T) 250-756-7268 (C)

From: Gordon, Elysha <Elysha.Gordon@dfo-mpo.gc.ca>
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Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
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Andrea Whyte

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Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
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Sent: 26 November 2017 11:10
To: CNUE / NEEC (EC)
Subject: DGIR 172945 - NEA - FUEL (POTENTIAL)

DGIR 172945

Incident Date: 1904-03-20
Incident Time: 00:00
Report Date: 2017-11-26
Report Time: 19:28

Spiller: UNKNOWN

Caller 1 / Agency:
EMAIL / CCG ROC - : - :

Caller 2 / Agency:
/ - : - :

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA
PEP Region: NEA
MOE Region: Omineca Region

Affected Env: Marine
Spill Type: Unknown
Sector: Crown
Jurisdictions:
1: Federal
2: Provincial
3: Municipal

Material: FUEL (POTENTIAL) 3.4 MILLION LITERS

Details:
At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge.
The tug north arm prowler responded to the call and offered assistance.
Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer.
Norma H eta 2300pst.

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The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst.
Barge adrift is 425 ft x 75 ft – draft 20 ft

Response:

Notifications:
1932 phoned MOE ROE Dave Pridham - briefed, code 2 Fed/prov/muni
1934 briefed PDM Sommerville
1934 briefed NEEC
1936 briefed RDM Sandy Miller/RDM Genevieve Fox
1946 briefed CCG ROC - 25 Miles SW Bella Bella
1947 EPC Bella Bella - Bridget Horel - left VM (Residential), left VM
1948 briefed MOE HQ
1951 briefed MOH DO Adam
1955 emailed CCG ROC/MOE Smithers/Code 2 Dist

Report Compiled By: KYLE Operations 1 ECC - 2017-11-26 19:28

Duty Officer:

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

UPDATE:

Pages 335 to / à 336

are duplicates

sont des duplicatas

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Wells, Caroline

From: Wells, Caroline
Sent: November-27-17 11:48 AM
To: Kanno, Roger
Subject: FW: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer
Attachments: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

From: Johansen, Jeff
Sent: November-27-17 11:33 AM
To: Benoy, Nicholas; Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline
Cc: Chiang, Eric; Daradics, Anya; Rogers, Juanita
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Nicholas,
Here is the information for invertebrate fisheries.

Can you share the trajectory information once you get it. Thanks,

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Benoy, Nicholas
Sent: November-27-17 11:23 AM
To: Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline; Johansen, Jeff
Cc: Chiang, Eric; Daradics, Anya
Subject: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer
Importance: High

Hello,

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

My name is Nicholas Benoy, and I am a GIS Analyst with the Oceans Program based out of Vancouver. My work primarily involves Regional Response Planning. This morning, I was notified of a potential incident involving the ATB Jakes Shearer. On Sunday, the vessel was struck by a rogue wave and became completely disconnected from a laden fuel barge. CCG is on the scene, and WCMRC spill response boats are standing by. With that said, there is the potential for 3.4 million litres of diesel to leak into the marine environment, so we are preparing to stand up in the ICS if it comes to that.

We are currently collecting as much information about the area as possible. At this point, we are looking for an up to date list of fishery openings, closures, and other variation notices for your respective fisheries. The Jakes Shearer is currently sitting at 51.842111N, 128.545583W, which is in Area 107. However, if the diesel on board was to spill, it could potentially impact Areas 7, 8, and 108. ECCC is preparing to send me the tradjectory model shapefile, so I will update the list of potentially affected areas once I have the data.

In the meantime, is it possible for you to provide us with a list of openings, closures, and variation notices for your respective fisheries? If you have any questions about the incident itself, please contact Eric Chiang, our RRP Program Officer.

Thank you for the help.

Regards,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

Wells, Caroline

From: Rogers, Juanita
Sent: November-27-17 11:01 AM
To: Johansen, Jeff; Chiang, Eric; Antcliffe, Bonnie; Payne, Brigid; O'Grady, Liane
Cc: Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha; Clark, Dan
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift
Attachments: Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC.pdf

Please see update on status of *active commercial invertebrate* fisheries in these areas – in summary, no active commercial invert fisheries in immediate area.

Under the CSSP, no bivalve fisheries are open at all in Area 7 to 10. In addition, there is a Sanitary Closure at the south end of the Goose/Gosling group: Closure 7.16.

Little information is available on active FSC fisheries; given the offshore nature of the incident, there is likely no recreational harvest.

Area	Subarea	Fishery/Plan	Commercial Licence (and licence holders)	Status 20171127
7	25	Bivalve Community Harvest Plan	Heiltsuk non-commercial FSC	Areas 7 to 10 closed to all bivalve shellfish (CSSP)
107	1	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
107	2	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
107	3	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
7	25	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
7	26	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
7	25	Geoduck	G (55 coastwide)	Commercial active north in Area 6 and 106 (Moore, Surf). Areas 7 to 10 closed to all bivalve shellfish (CSSP)
107	1	Prawn	W (250 coastwide)	Commercial closed
107	2	Prawn	W (250 coastwide)	Commercial closed

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

107	3	Prawn	W (250 coastwide)	Commercial closed
7	25	Prawn	W (250 coastwide)	Commercial closed
7	26	Prawn	W (250 coastwide)	Commercial closed
107	1	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
107	2	Red urchin	ZC (110 coastwide, 86 north)	Commercial active north in Area 5 and 106 (Lower Banks Island)
107	3	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
7	25	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
7	26	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
7	25	Sea cucumber	ZD (85 coastwide: NC31, CC30, ECVI 22, WCVI-2)	Commercial closed
7	26	Sea cucumber	ZD (85 coastwide: NC31, CC30, ECVI 22, WCVI-2)	Commercial closed
107	1	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
107	2	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
107	3	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
7	25	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
7	26	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure

Juanita
(T) 250-756-7268 (C)

From: Rogers, Juanita
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To: Johansen, Jeff (Jeff.Johansen@dfo-mpo.gc.ca); Chiang, Eric (Eric.Chiang@dfo-mpo.gc.ca)
Cc: Clark, Dan (Dan.Clark@dfo-mpo.gc.ca); Groves, Steven (Steven.Groves@dfo-mpo.gc.ca); Ridings, Pauline (Pauline.Ridings@dfo-mpo.gc.ca); Wylie, Erin; Gordon, Elysha
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

The 12-metre Jake Shearer barge has separated from its tug in Area 107 west of the Goose Islands, and is now independently anchored. CCG ER is on site, WCMRC has been mobilized. There is an estimated 3.5 million litres of diesel and 468,000 litres of gasoline onboard, but no reported spills.

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DFO FPP Response is engaged and in touch with Resource Management. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.

DFO RM Invertebrates notes the following known resources & fisheries in the area(s):

Area	Subarea	Fishery	Commercial Licence (and licence holders)
107	1	Crab	R
107	1	Prawn	W (250)
107	1	Red urchin	ZC
107	1	Shrimp Trawl	S (237)
107	2	Crab	R
107	2	Prawn	W (250)
107	2	Red urchin	ZC
107	2	Shrimp Trawl	S (237)
107	3	Crab	R
107	3	Prawn	W (250)
107	3	Red urchin	ZC
107	3	Shrimp Trawl	S (237)

Area	Subarea	Fishery	Commercial Licence (and licence holders)
7	25	Community Harvest Plan	Heiltsuk non-commercial
7	25	Crab	R
7	25	Sea cucumber	ZD
7	25	Geoduck	G
7	25	Prawn	W (250)
7	25	Red urchin	ZC
7	25	Shrimp Trawl	S (237)
7	26	Crab	R
7	26	Sea cucumber	ZD
7	26	Prawn	W (250)
7	26	Red urchin	ZC

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Area	Subarea	Fishery	Commercial Licence (and licence holders)
7	26	Shrimp Trawl	S (237)

The Heiltsuk Nation have notified the media that these are important salmon, clam and kelp harvesting grounds.

Some of the aforementioned fisheries are currently closed. An update on immediately active fisheries will be available later this morning.

Juanita Rogers
Program Coordinator – Invertebrates, South Coast Area
Fisheries & Oceans Canada, 3225 Stephenson Point Road, Nanaimo BC V9T 1K3
(T) 250-756-7268 (C) [redacted] (E) Juanita.rogers@dfo-mpo.gc.ca

Please see our web at: http://www.pac.dfo-mpo.gc.ca/fm-gp/commercial/shellfish-mollusques/index-eng.html

---

From: Gordon, Elysha
Sent: November-27-17 6:34 AM
To: Rogers, Juanita; Clark, Dan
Subject: Fw: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

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From: CNUE / NEEC (EC) <ec.cnue-neec.ec@canada.ca>
Sent: Monday, November 27, 2017 2:54 AM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; Gordon, Elysha; PAC Radio Room / Salle de radio PAC (DFO/MPO); DFO.F PAC CP NEEC F.MPO
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

Regards,

Andrea Whyte

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Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: 26 November 2017 11:41
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: Please see report below.

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
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Emergencies 24/7: 1-866-283-2333

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-----Original Message-----
From: SGPEP.ECC1@gov.bc.ca [mailto:SGPEP.ECC1@gov.bc.ca]
Sent: 26 November 2017 11:10
To: CNUE / NEEC (EC)
Subject: DGIR 172945 - NEA - FUEL (POTENTIAL)

DGIR 172945

Incident Date: 1904-03-20
Incident Time: 00:00
Report Date: 2017-11-26
Report Time: 19:28

Spiller: UNKNOWN

Caller 1 / Agency:
EMAIL / CCG ROC - : - :

Caller 2 / Agency:
/ - : - :

Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA
PEP Region: NEA
MOE Region: Omineca Region

Affected Env: Marine
Spill Type: Unknown
Sector: Crown
Jurisdictions:
1: Federal
2: Provincial
3: Municipal

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Material: FUEL (POTENTIAL) 3.4 MILLION LITERS

Details:
At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge.
The tug north arm prowler responded to the call and offered assistance.
Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer.
Norma H eta 2300pst.

34 Meters
The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst.
Barge adrift is 425 ft x 75 ft – draft 20 ft

Response:

Notifications:
1932 phoned MOE ROE Dave Pridham - briefed, code 2 Fed/prov/muni
1934 briefed PDM Sommerville
1934 briefed NEEC
1936 briefed RDM Sandy Miller/RDM Genevieve Fox
1946 briefed CCG ROC - 25 Miles SW Bella Bella
1947 EPC Bella Bella - Bridget Horel - left VM (Residential), left VM
1948 briefed MOE HQ
1951 briefed MOH DO Adam
1955 emailed CCG ROC/MOE Smithers/Code 2 Dist

Report Compiled By: KYLE Operations 1 ECC - 2017-11-26 19:28

Duty Officer:
EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

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UPDATE:

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Chang, Raymond

From: Chmelnitsky, Elly
Sent: November-27-17 9:37 AM
To: Chiang, Eric; Payne, Brigid
Subject: RE: Canadian Coast Guard - Brian Wootton update

Thanks for the updates. I saw this was happening last night. Hopefully this will not turn into an environmental response but good to be prepared.

Please let me know if there's anything I can help with.

Elly

From: Chiang, Eric
Sent: November-27-17 9:34 AM
To: Payne, Brigid; Chmelnitsky, Elly
Subject: RE: Canadian Coast Guard - Brian Wootton update

I'm working [redacted] monitoring emails. Emails started flowing last night and I made initial contact with CCG ER already. CCG and us agree that DFO are on standby at this point pending the operation on the water.

Matthias is pulling together ecosystem info. I'm getting Nick to pull fishery layers.

So far sectors alerted in DFO are:

1. Area
2. CSSP/Inverts (they are also pulling together info from CSSP perspective)
3. Oceans
4. Science

Eric

From: Payne, Brigid
Sent: November-27-17 9:29 AM
To: Chiang, Eric; Chmelnitsky, Elly
Subject: FW: Canadian Coast Guard - Brian Wootton update

FYI. I will forward further updates. Fingers crossed that we don't have to mount environmental response.

Brigid

From: Reid, Rebecca
Sent: November-27-17 7:46 AM
To: Kerr, Lisa; Smith, Ken; Girouard, Louise; Antcliffe, Bonnie; Trager, Diana; Payne, Brigid
Cc: Johal, Sharan; Thomson, Andrew; Lowe, Carmel; Masson, Colin
Subject: Fw: Canadian Coast Guard - Brian Wootton update

Fyi - the latest that I have received.

RR

Sent from my BlackBerry 10 smartphone on the Rogers network.

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From: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 7:19 AM
To: Robert Dick (Robert.Dick@tc.gc.ca); 'Catherine Lappe'; Reid, Rebecca; Ivany, Gary
Subject: FW: Canadian Coast Guard - Brian Wootton update

Folks,
An update from overnight. Things are stable. We chose to "do no harm" by letting weather abate and allow the most capable tug to get on scene to effect the tow. If conditions required, the Reid might have moved the barge off, but this would have been more risky given bad conditions and limited tow capacity.
We'll continue moving assets to the scene, staging out of Port Hardy. We'll aim to send an LO to Bella Bella and shift a ICP there if necessary.
R

1) The heavy towing vessel Gulf Cajun has been contracted by Harley Marine Services of Seattle to attend to their fuel barge anchored near shore on the west side of the Gosling rocks. At this time (02:30) the Bella Bella Lifeboat has just secured back at her dock – the crew will require some prone rest before we can task them again. That said we are working on a couple of options to have one or more Heiltsuk representatives transported to the area of operations later this morning if the weather conditions are safe to do so (including potentially joining the Lifeboat crew).

2) We have tasked the CCG Ship Bartlett from Victoria to attend to the scene – she is underway at this time. That said she will not transit past Bella Bella on her initial voyage north. A number of smaller Coast Guard vessels have been tasked to muster in Port Hardy tomorrow as well.

3) At this point it appears that the Gulf Cajun will arrive on scene at approximately 07:00. If she is able to connect she will tow the fuel barge offshore before heading for a place of refuge – which location options are being assessed by Transport Canada as I write this email. (at the 23:00 coordination call the initial indications are Port Hardy)

4) The case currently remains a Search & Rescue mission – as the barge has 2 crewmembers onboard who must be returned to a towing vessel and safety at some point this morning. While it remains a SAR case CCG does not work in the unified command model which we utilized together during NES last year. The best way for all of us to stay informed is through the CCG ROC/EOC – which has been and will continue to run coordination calls – the next of which is scheduled for 08:00.

5) If the barge grounds overnight or tomorrow morning, the crew will be evacuated and the incident will hand-over to Environmental Response. If this happens we will once again engage a Unified Command structure combining BCMOE, the Polluter, and Heiltsuk Nation. We would look for your support to provide an Incident Commander and to the extent that the Nation can – to integrate in the response wherever you assess need. (Environmental Unit, SCAT, Sampling, Operations etc.)

6) Using precautionary principle our Environmental Response program is mobilizing personnel and equipment overnight for staging in Port Hardy. The CCG Station has been advised to prepare itself to host an *initial* ICP starting tomorrow. This does not mean that a forward operating base and/or the full ICP could/would not be moved to Bella Bella in the subsequent operating periods if this does indeed turn into an Environmental Response operation. In this first operational period our objective has been to establish an EOC here in Victoria, and to assemble and surge assets to the north Island.

7) I will be handing over the EOC lead to Joanne McNish in a few hours and will include outreach to Heiltsuk leadership as priority – we will have a fresh operational update in hand at that point, and be in a better position to assess together how/when/where we can work most effectively on any potential response.

8) One final thought for this update: we have tasked a CCG helicopter in support of this operation, its first taskings will support personnel transport to the scene. We may be able to subsequently arrange Heiltsuk overflight operating out of Bella Bella airport. I will include this for analysis by the air operations group at first light.

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A couple of contact numbers for you until we have an ICP up and running are here at the Regional Operations Centre: 250-413-2800 or 250-413-2801...

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Chang, Raymond

From: Payne, Brigid
Sent: November-27-17 11:38 AM
To: O'Grady, Liane
Subject: RE: DFO update on ramp up actions - Jake Shearer

Thanks Liane,

Just a heads' up that I am acting for Diana T this week. Do you know who is acting for Bonnie (if anyone)?

B

From: O'Grady, Liane
Sent: November-27-17 11:35 AM
To: Payne, Brigid; Trager, Diana
Subject: FW: DFO update on ramp up actions - Jake Shearer

From: O'Grady, Liane
Sent: November-27-17 11:19 AM
To: Reid, Rebecca
Subject: FW: DFO update on ramp up actions - Jake Shearer

Hi Rebecca,
In case Brigid or Diana haven't forwarded to you already, here is an update on what is happening with the fuel barge near Goose Island. Currently, DFO is focussing on preparatory work (i.e. identifying staff for mobilization, making travel arrangements, gathering fisheries information and eco sensitivities information etc.) should we be required to respond when requested by CCG. More details on this work below. I will continue to keep you posted as updates come in.

Liane

From: Chiang, Eric
Sent: November-27-17 10:55 AM
To: Antcliffe, Bonnie; Payne, Brigid; O'Grady, Liane
Cc: Herborg, Matthias; Cottrell, Paul; Rogers, Juanita; Johansen, Jeff; Davis, Neil; Cauffope, Genevieve
Subject: RE: DFO update on ramp up actions - Jake Shearer

Hi All,
Here's the overall ramp up actions on the operational level that's taking place so far.

- Baseline condition:
  - Fuel laden barge lost tow line with the tug Jake Shearer, currently anchored off Goose Island group
  - https://www.marinetraffic.com/en/ais/home/centerx:-128.586/centery:51.870/zoom:12
  - The anchored location is very close to reefs just south of the Goose Island group (see map under Satellite layer turned on).
  - CCG has vessel on scene and another heavy tug is on scene as well rendering assistance.
  - Weather: there appears to be a window right now but seas is expected to worsen later today and this evening.
- CCG is now suggesting us (DFO Oceans EEC & Science EEC) to look into travel options to Port Hardy, in line with other precautionary preparatory actions they are taking – e.g. begin moving assets to Port Hardy, closer to the scene.

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  - Eric and Matthias are now planning travel actions just in case. I recommend both of us attending the site if advised by CCG, given that 1) Potential scale of incident and 2) potential multiple highly sensitive issues (e.g. sea otters / fisheries / marine environmental protection etc.)
- Fisheries Management
  - CSSP linkage established. Juanita is monitoring the situation with other CSSP partners. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.
  - Other invert fishery information is being gathered. (finished soon?)
  - Other potential fisheries information (e.g. fin fish / ground fish etc.) not engaged so far – We will be working on that.
  - Marine mammal
    - ***high sensitivity*** Sea otters / Stellar Sea Lions
    - ~100 sea otters / pups in the area, as indicated by Science (Linda Nichols)
    - Paul Cottrell's group is mobilizing staff and hardware, getting ready to travel. Science MM specialists are being engaged too.
    - Vancouver Aquarium Marine Mammal Rescue Centre *is alerted*.
      - DFO has put forward the option of engaging Vancouver Aquarium staff / hardware as contracted response resource for CCG. We are awaiting CCG confirmation.
      - The option includes starting to move Vancouver Aquarium assets to Port Hardy – closer to the scene.
- Spatial data and ecosystem information gathering:
  - Science (Matthias) is gathering ecosystem sensitivities information
  - Oceans RRP group is gathering fishery information
- ECCC NEEC engagement
  - Trajectory modeling has been produced based on worst case scenario. NEEC will continue to support CCG as needed.
  - No other NEEC action intersecting with DFO yet. (but I bet they are in constant contact with CCG ER...)
- DFO alerted sector: Area / Oceans / Science / FM / C&P. Messaging: Be alert and stand by.
- Externally DFO is also linking up with FNHA.
- In summary, DFO prep actions are happening right now in line with CCG's operational stance – precautionary.
  - Oceans and Science are working together on this.
  - We're in constant contact with CCG.

Hope that above helps..

Eric

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel [redacted]

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Chang, Raymond

From: Payne, Brigid
Sent: November-27-17 11:10 AM
To: O'Grady, Liane
Subject: RE: DFO update on ramp up actions - Jake Shearer

Perfect!

B

From: O'Grady, Liane
Sent: November-27-17 11:09 AM
To: Payne, Brigid
Subject: RE: DFO update on ramp up actions - Jake Shearer

I was actually just drafting with a cc to you and Diana so we didn't duplicate efforts. Sound ok?

From: Payne, Brigid
Sent: November-27-17 11:08 AM
To: O'Grady, Liane
Subject: FW: DFO update on ramp up actions - Jake Shearer

Hi Liane,

I think this is the type of summary that would be useful to share with Rebecca in Bonnie's absence. Were you planning to do that, or should relevant sector directors?

Brigid

From: Chiang, Eric
Sent: November-27-17 10:55 AM
To: Antcliffe, Bonnie; Payne, Brigid; O'Grady, Liane
Cc: Herborg, Matthias; Cottrell, Paul; Rogers, Juanita; Johansen, Jeff; Davis, Neil; Cauffope, Genevieve
Subject: RE: DFO update on ramp up actions - Jake Shearer

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  - Eric and Matthias are now planning travel actions just in case. I recommend both of us attending the site if advised by CCG, given that 1) Potential scale of incident and 2) potential multiple highly sensitive issues (e.g. sea otters / fisheries / marine environmental protection etc.)
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Eric

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel [redacted]

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Chang, Raymond

From: Payne, Brigid
Sent: March-14-18 10:56 AM
To: Chang, Raymond
Subject: FW: DFO update on ramp up actions - Jake Shearer

From: O'Grady, Liane
Sent: November-27-17 11:38 AM
To: Payne, Brigid; Trager, Diana
Subject: RE: DFO update on ramp up actions - Jake Shearer

Ok my computer is doing weird things and automatically sending before I am ready..... Sorry you are getting this for a third time, but my intent was to forward you my email to Rebecca with my apologies that you weren't cc:d on it the first time, which was my intent.

Liane

From: O'Grady, Liane
Sent: November-27-17 11:35 AM
To: Payne, Brigid; Trager, Diana
Subject: FW: DFO update on ramp up actions - Jake Shearer

From: O'Grady, Liane
Sent: November-27-17 11:19 AM
To: Reid, Rebecca
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Hope that above helps..

Eric

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street

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Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel [redacted]

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Chang, Raymond

From: Wells, Caroline
Sent: November-27-17 12:16 PM
To: Kanno, Roger; Benoy, Nicholas
Cc: Spence, Brenda
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Nicholas,

Here is the information for the Albacore Tuna, Pacific Sardine, and Central Coast FSC Eulachon fishery.

Area	Fishery/Plan	Commercial Licence (and licence holders)	Status 20171127
107	Pacific Sardine	ZS	Commercial Closed
107	Pacific Sardine	ZSF	Communal-Commercial Closed
108	Pacific Sardine	ZS	Commercial Closed
108	Pacific Sardine	ZSF	Communal-Commercial Closed
8	Pacific Sardine	ZS	Commercial Closed
8	Pacific Sardine	ZSF	Communal-Commercial Closed
7	Pacific Sardine	ZS	Commercial Closed
7	Pacific Sardine	ZSF	Communal-Commercial Closed
107, 108, 7, 8	Albacore Tuna	CT (Coast wide)	Commercial Active from April 1 – March 3 each year. Albacore Tuna fleet typically o off WCVI to the CDN EEZ (offshore) and r if ever, occurs inshore (i.e. Areas 7,8,107 108). Most Tuna vessels have hailed in fo season, some still may be fishing.
107, 108, 7, 8	Albacore Tuna	Recreational licence (Coast wide)	Recreational active year round. Recreatic fishing typically occurs WCVI and offshor rarely (if ever) occur inshore (i.e. Areas 7, and 108).
8	Eulachon	FSC Licence	Specifics of each FSC fishery is detailed in licence. Expect to be fishing year round ir freshwater rivers, except in closed areas. Contact **Kristin Wong** for specifics on eac Eulachon fishery in Central Coast.

Let me know if you have any questions,

Caroline
A/Resource Manager, Tuna and Sardine
Fisheries and Oceans Canada / Pacific Region
Caroline.Wells@dfo-mpo.gc.ca / Tel: (604) 666-2188

From: Kanno, Roger
Sent: November-27-17 12:08 PM
To: Wells, Caroline; Benoy, Nicholas

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Cc: Groves, Steven; Spence, Brenda
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Nicholas,

I can provide information for herring fisheries as the former regional herring officer.

Recreational Herring
Open coast wide, year round.

Commercial Special Use Herring
No Central Coast openings

Commercial Food and Bait Herring
No Central Coast openings

Commercial Herring Spawn on Kelp
Open March 1 to May 31 in Areas 6, 7 and 8
There may be some sub areas within those PFMAs that are closed, but contact the SOK manager, Steven Groves if more specific information is required.

Commercial Roe Herring
Open at the discretion of the ongrounds DFO fishery manager (if the decision is made to have a roe fishery in Central Coast, IFMP is still under development) anytime from February 10 to April 30

FSC Herring
Specifics in each communal licence, but suspect that it is open year round with some restrictions on areas.
I believe that Kristen Wong would have more detailed information if you require it

Thanks,
Roger K.

Senior Regional Sustainable Fisheries Framework Coordinator | Coordonnateur régionale principale du Cadre pour la pêche durable
Fisheries and Aquaculture Management | Gestion des pêches et de l'aquaculture
Fisheries and Oceans Canada | Pêches et Océans Canada
Government of Canada | Gouvernement du Canada
roger.kanno@dfo-mpo.gc.ca
Telephone/Téléphone 604-666-7851 | Facsimile/Télécopieur 604-666-3341

Government of Canada Gouvernement du Canada

Canada

From: Wells, Caroline
Sent: 2017–November-27 11:48 AM
To: Kanno, Roger
Subject: FW: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

From: Johansen, Jeff
Sent: November-27-17 11:33 AM
To: Benoy, Nicholas; Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline
Cc: Chiang, Eric; Daradics, Anya; Rogers, Juanita
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

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Nicholas,
Here is the information for invertebrate fisheries.

Can you share the trajectory information once you get it. Thanks,

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Benoy, Nicholas
Sent: November-27-17 11:23 AM
To: Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline; Johansen, Jeff
Cc: Chiang, Eric; Daradics, Anya
Subject: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer
Importance: High

Hello,

My name is Nicholas Benoy, and I am a GIS Analyst with the Oceans Program based out of Vancouver. My work primarily involves Regional Response Planning. This morning, I was notified of a potential incident involving the ATB Jakes Shearer. On Sunday, the vessel was struck by a rogue wave and became completely disconnected from a laden fuel barge. CCG is on the scene, and WCMRC spill response boats are standing by. With that said, there is the potential for 3.4 million litres of diesel to leak into the marine environment, so we are preparing to stand up in the ICS if it comes to that.

We are currently collecting as much information about the area as possible. At this point, we are looking for an up to date list of fishery openings, closures, and other variation notices for your respective fisheries. The Jakes Shearer is currently sitting at 51.842111N, 128.545583W, which is in Area 107. However, if the diesel on board was to spill, it could potentially impact Areas 7, 8, and 108. ECCC is preparing to send me the tradjectory model shapefile, so I will update the list of potentially affected areas once I have the data.

In the meantime, is it possible for you to provide us with a list of openings, closures, and variation notices for your respective fisheries? If you have any questions about the incident itself, please contact Eric Chiang, our RRP Program Officer.

Thank you for the help.

Regards,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Area	Fishery/Plan	Commercial Licence (and licence holders)	Status 20171127
107	Pacific Sardine	ZS	Commercial Closed
107	Pacific Sardine	ZSF	Communal-Commercial Closed
108	Pacific Sardine	ZS	Commercial Closed
108	Pacific Sardine	ZSF	Communal-Commercial Closed
8	Pacific Sardine	ZS	Commercial Closed
8	Pacific Sardine	ZSF	Communal-Commercial Closed
7	Pacific Sardine	ZS	Commercial Closed
7	Pacific Sardine	ZSF	Communal-Commercial Closed
107, 108, 7, 8	Albacore Tuna	CT (Coast wide)	Commercial Active from April 1 – March 31 each year. Albacore Tuna fleet typically occurs off WCVI to the CDN EEZ (offshore) and rarely, if ever, occurs inshore (i.e. Areas 7,8,107 and 108). Most Tuna vessels have hailed in for the season, some still may be fishing.
107, 108, 7, 8	Albacore Tuna	Recreational licence (Coast wide)	Recreational active year round. Recreational fishing typically occurs WCVI and offshore and rarely (if ever) occur inshore (i.e. Areas 7,8,107 and 108).
8	Eulachon	FSC Licence	Specifics of each FSC fishery is detailed in each licence. Expect to be fishing year round in freshwater rivers, except in closed areas. Contact **Kristin Wong** for specifics on each FSC Eulachon fishery in Central Coast.

s.16(2)

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Chang, Raymond

From: Chiang, Eric
Sent: November-27-17 2:58 PM
To: Benoy, Nicholas; Herborg, Matthias; Daradics, Anya
Subject: Incident folder

R:\FAM\Incidents\2017_11_26 JakeShearer

Please start populating the folder with relevant info..
Thanks

Eric Chiang

Senior Officer

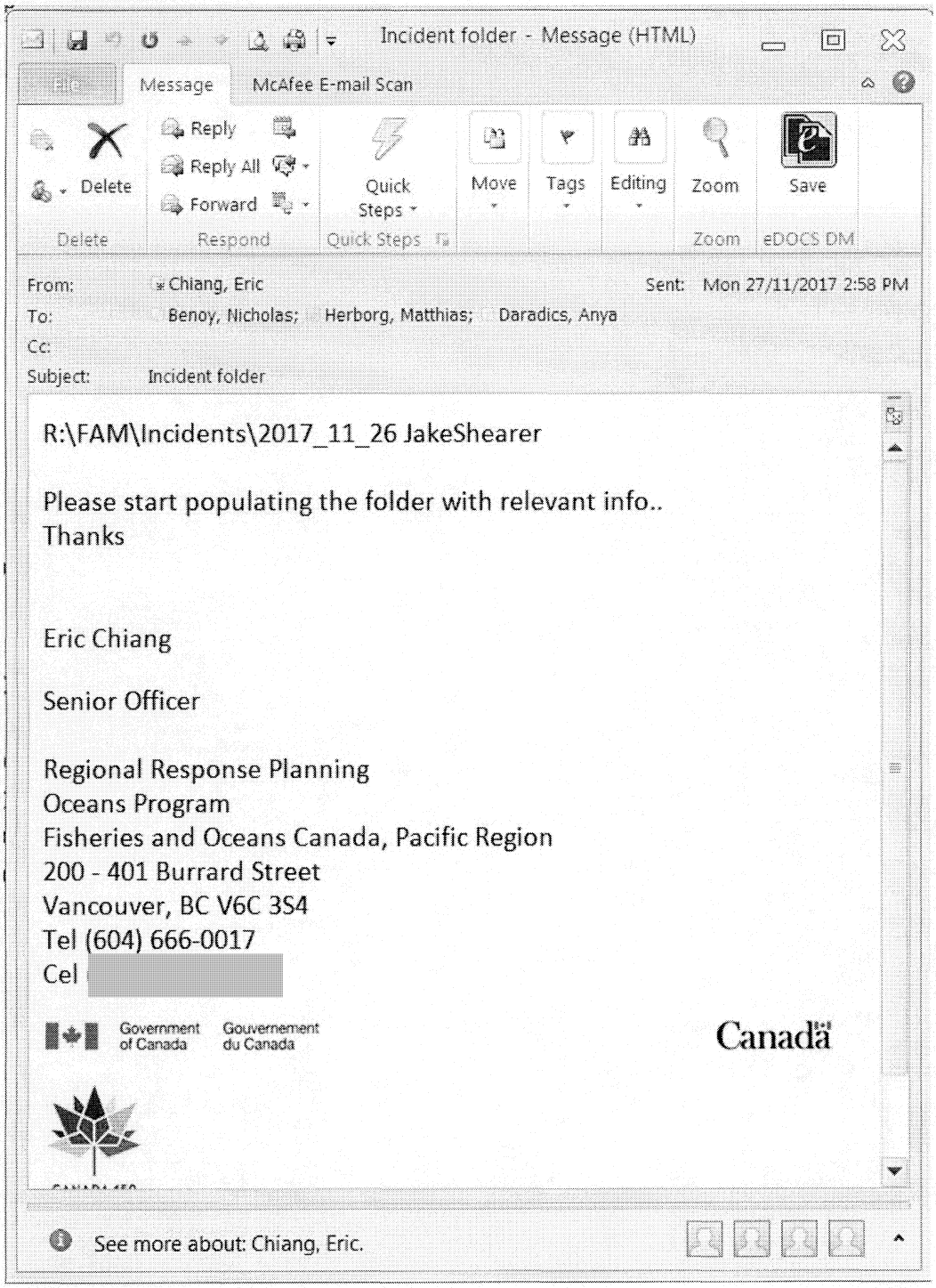
Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel

Government of Canada / Gouvernement du Canada

Canada

CANADA 150

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Raymond Chang

A/Executive Assistant to Director
Ecosystems Management Branch
Fisheries and Oceans Canada / Government of Canada
raymond.chang@dfo-mpo.gc.ca / Tel: 604-666-3000 (New)

Adjoint Exécutif au Directeur
Direction des Écosystèmes Mangement
Pêches et Océans Canada / Gouvernement du Canada
raymond.chang@dfo-mpo.gc.ca / Tél: 604-666-3000 (Nouveau)

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Chang, Raymond

From: Benoy, Nicholas
Sent: November-27-17 10:28 AM
To: Poehlke, Travis
Subject: ATB Jakes Shearer Incident info
Attachments: RE: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer; FW: Canadian Coast Guard - Brian Wootton update; FW: Vessel incident - Bella Bella; FW: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #1; FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer; 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

Hi Travis,

Please see the attached emails for a summary of what we know so far. Do you have access to the PAC ENV Incident inbox?

Cheers,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Chang, Raymond

From: Chiang, Eric
Sent: November-27-17 10:05 AM
To: Benoy, Nicholas
Subject: RE: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer

Yes please do both.

Your output format wise: list of operating fisheries, closures, future openings (if you guys can get there), any relevant Oceans layers you have at hand, in PDFs.

Eric

From: Benoy, Nicholas
Sent: November-27-17 9:56 AM
To: Chiang, Eric
Subject: RE: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer

Hi Eric,

Will do. Do you want me to start putting together a list of which fisheries are likely to be operating in the area?

Also, would you like me to contact Faith Yu from resource management to attempt to put together a summary of the fisheries openings/closures in the region?

Cheers,

Nick

From: Chiang, Eric
Sent: November-27-17 9:36 AM
To: Benoy, Nicholas
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Hey Nick can you start pulling all available layers together from Oceans shop for that location?

We're on standby but CCG ER is going into precautionary prep action mode so we should ramp up too. Matthias is pulling together ecosystem info already. This is highest priority. Thanks.

Eric

From: Brady, Jeff
Sent: November-27-17 7:47 AM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Wootton, Brian; Murdock, Philip

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Cc: McNish, Joanne; NCC / CCN (DFO/MPO); Raymond, Chris (EC/EC) (chris.raymond@canada.ca); Chiang, Eric
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Attached are media files for a MASS release, if it occurred.

Please be careful when interpreting this, as it is a worst case scenario (Instantaneous release of all oils). It is much more realistic to have a slow release over 72hs, which has also been requested.

As well, the grey show where oil was, not is.

WMV file is a video.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

From: CNUE / NEEC (EC) [mailto:ec.cnue-neec.ec@canada.ca]
Sent: November-27-17 7:39 AM
To: Martens, Michael
Cc: Brady, Jeff
Subject: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Hi Mike,

Here are the trajectory model for diesel (24h) and the mass balance for the diesel and gasoline.

Please let me know if there are any problems with the attachments and if we can do anything else to support this response.

Thanks

Thierry

Cell: [redacted]
Thierry Mezzana

Agent principal, Préparation et intervention, Centre national des urgences environnementales (CNUE)
Direction des activités de protection de l'environnement / Environnement et Changement climatique Canada / Gouvernement du Canada
thierry.mezzana@canada.ca / Tél. : 514-496-8583 / Cell : [redacted] / Urgences 24/7 : 1-866-283-2333

Senior Officer, Preparedness and Response, National Environmental Emergencies Centre (NEEC)
Environmental Protection Operations Directorate / Environment and Climate Change Canada / Government of Canada
thierry.mezzana@canada.ca / Tel: 514-496-8583 / Cell : [redacted] / Emergencies 24/7 : 1-866-283-2333

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Chang, Raymond

From: Daradics, Anya
Sent: November-27-17 9:58 AM
To: Benoy, Nicholas
Subject: FW: Canadian Coast Guard - Brian Wootton update

From: Herborg, Matthias
Sent: November-27-17 8:55 AM
To: Chiang, Eric; Daradics, Anya; Stuyt, Shannon
Subject: FW: Canadian Coast Guard - Brian Wootton update

Hi

See below for more details from Roger Gerard to DFO and others. Hopefully the tow works and then it should all be over in a few hours.

Matthias

From: Lowe, Carmel
Sent: 2017–November-27 8:42 AM
To: Herborg, Matthias; XPAC SC Executive
Subject: FW: Canadian Coast Guard - Brian Wootton update

And more on this...

Carmel

Carmel Lowe, Ph.D.
Regional Director Science | Directrice régionale des sciences
Fisheries and Oceans Canada | Pêches et Océans Canada
Pacific Biological Station | Station biologique du Pacifique
3190 Hammond Bay Rd, Nanaimo, BC, Canada V9T 6N7

Carmel.Lowe@dfo-mpo.gc.ca
Telephone | Téléphone 250-756-7177
Facsimile | Télécopieur 250-729-8360
Government of Canada | Gouvernement du Canada

From: Reid, Rebecca
Sent: Monday, November 27, 2017 7:46 AM
To: Kerr, Lisa <Lisa.Kerr@dfo-mpo.gc.ca>; Smith, Ken <Ken.Smith@dfo-mpo.gc.ca>; Girouard, Louise <Louise.Girouard@dfo-mpo.gc.ca>; Antcliffe, Bonnie <Bonnie.Antcliffe@dfo-mpo.gc.ca>; Trager, Diana <Diana.Trager@dfo-mpo.gc.ca>; Payne, Brigid <Brigid.Payne@dfo-mpo.gc.ca>
Cc: Johal, Sharan <Sharan.Johal@dfo-mpo.gc.ca>; Thomson, Andrew <Andrew.Thomson@dfo-mpo.gc.ca>; Lowe, Carmel <Carmel.Lowe@dfo-mpo.gc.ca>; Masson, Colin <Colin.Masson@dfo-mpo.gc.ca>
Subject: Fw: Canadian Coast Guard - Brian Wootton update

Fyi - the latest that I have received.

RR

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Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 7:19 AM
To: Robert Dick (Robert.Dick@tc.gc.ca); 'Catherine Lappe'; Reid, Rebecca; Ivany, Gary
Subject: FW: Canadian Coast Guard - Brian Wootton update

Folks,
An update from overnight. Things are stable. We chose to "do no harm" by letting weather abate and allow the most capable tug to get on scene to effect the tow. If conditions required, the Reid might have moved the barge off, but this would have been more risky given bad conditions and limited tow capacity.
We'll continue moving assets to the scene, staging out of Port Hardy. We'll aim to send an LO to Bella Bella and shift a ICP there if necessary.
R

1) The heavy towing vessel Gulf Cajun has been contracted by Harley Marine Services of Seattle to attend to their fuel barge anchored near shore on the west side of the Gosling rocks. At this time (02:30) the Bella Bella Lifeboat has just secured back at her dock – the crew will require some prone rest before we can task them again. That said we are working on a couple of options to have one or more Heiltsuk representatives transported to the area of operations later this morning if the weather conditions are safe to do so (including potentially joining the Lifeboat crew).

2) We have tasked the CCG Ship Bartlett from Victoria to attend to the scene – she is underway at this time. That said she will not transit past Bella Bella on her initial voyage north. A number of smaller Coast Guard vessels have been tasked to muster in Port Hardy tomorrow as well.

3) At this point it appears that the Gulf Cajun will arrive on scene at approximately 07:00. If she is able to connect she will tow the fuel barge offshore before heading for a place of refuge – which location options are being assessed by Transport Canada as I write this email. (at the 23:00 coordination call the initial indications are Port Hardy)

4) The case currently remains a Search & Rescue mission – as the barge has 2 crewmembers onboard who must be returned to a towing vessel and safety at some point this morning. While it remains a SAR case CCG does not work in the unified command model which we utilized together during NES last year. The best way for all of us to stay informed is through the CCG ROC/EOC – which has been and will continue to run coordination calls – the next of which is scheduled for 08:00.

5) If the barge grounds overnight or tomorrow morning, the crew will be evacuated and the incident will hand-over to Environmental Response. If this happens we will once again engage a Unified Command structure combining BCMOE, the Polluter, and Heiltsuk Nation. We would look for your support to provide an Incident Commander and to the extent that the Nation can – to integrate in the response wherever you assess need. (Environmental Unit, SCAT, Sampling, Operations etc.)

6) Using precautionary principle our Environmental Response program is mobilizing personnel and equipment overnight for staging in Port Hardy. The CCG Station has been advised to prepare itself to host an *initial* ICP starting tomorrow. This does not mean that a forward operating base and/or the full ICP could/would not be moved to Bella Bella in the subsequent operating periods if this does indeed turn into an Environmental Response operation. In this first operational period our objective has been to establish an EOC here in Victoria, and to assemble and surge assets to the north Island.

7) I will be handing over the EOC lead to Joanne McNish in a few hours and will include outreach to Heiltsuk leadership as priority – we will have a fresh operational update in hand at that point, and be in a better position to assess together how/when/where we can work most effectively on any potential response.

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8) One final thought for this update: we have tasked a CCG helicopter in support of this operation, its first taskings will support personnel transport to the scene. We may be able to subsequently arrange Heiltsuk overflight operating out of Bella Bella airport. I will include this for analysis by the air operations group at first light.

A couple of contact numbers for you until we have an ICP up and running are here at the Regional Operations Centre: 250-413-2800 or 250-413-2801...

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Chang, Raymond

From: Chiang, Eric
Sent: November-27-17 9:37 AM
To: Benoy, Nicholas
Subject: FW: Vessel incident - Bella Bella
Attachments: Central Coast from McInnes Island to Pine Island Tues Marine Forecast.docx

FYI

From: Johansen, Jeff
Sent: November-27-17 9:17 AM
To: Chiang, Eric
Subject: RE: Vessel incident - Bella Bella

Eric,
You might be interested in the marine forecast for the area. I have attached it here. It does not look favourable.

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Chiang, Eric
Sent: November-27-17 6:45 AM
To: Rogers, Juanita; Johansen, Jeff; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Subject: RE: Vessel incident - Bella Bella

Thanks for the heads up Juanita.
Emails started flowing last night and we're linked up to CCG for any additional support should it be needed. Incident Comman post has been established on the CCGS Gordon Reid; there was first conference call that included CCG Environmental Response last night around 11pm.
Lots of chatter on twitter already #jackshearer

The tug is actually anchored very close to the reefs just south of the main Goose group.
https://www.marinetraffic.com/en/ais/home/centerx:-128.494/centery:51.867/zoom:13https://www.marinetraffic.com/en/ais/home/centerx:-128.494/centery:51.867/zoom:13

Looks like there's additional tugs on scene and/or arriving soon, by the looks of all the arrows on map. Last night it was just the barge and the 2 CCG boats!

Eric

Eric Chiang

Senior Officer

Regional Response Planning

Oceans Program

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Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017

Cel [redacted]

From: *Rogers, Juanita*
Sent: Monday, November 27, 2017 6:14 AM
To: Johansen, Jeff; Groves, Steven; Ridings, Pauline; Wylie, Erin; Gordon, Elysha
Cc: Chiang, Eric
Subject: Vessel incident - Bella Bella

We will be on priority CSSP bivalve response this morning; just heard on morning media:

Fuel barge stranded due to wind, broke free from transport tug near Goose Group offshore Area 7 around midnight
Jake Shearer (replacement for Nathan E Stewart) now anchored with no signs of release (diesel and gas onboard)
CCG on scene, awaiting rescue tugs
Heiltsuk Nation have spoken to media

http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713

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Central Coast from McInnes Island to Pine Island

Winds

Issued 04:00 AM PST 27 November 2017
Today Tonight and Tuesday.Storm warning in effect. Wind southwesterly 15 to 25 knots increasing to southeast 35 to 45 this morning and to southeast 45 to 55 late this afternoon. Wind veering to southwest 40 to 50 near midnight then diminishing to west 30 to 40 Tuesday morning. Wind diminishing to west 25 Tuesday afternoon.

Waves

Issued 04:00 AM PST 27 November 2017
Today Tonight and Tuesday. Seas 2 to 3 metres building to 3 to 5 early this afternoon and to 6 to 8 after midnight. Seas subsiding to 6 Tuesday evening.

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Chang, Raymond

From: Chiang, Eric
Sent: November-27-17 9:36 AM
To: Benoy, Nicholas
Subject: FW: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #1

See below for location of the barge.

From: Herborg, Matthias
Sent: November-27-17 7:30 AM
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: RE: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #1

Hi

Just to provide a quick update from this morning, there has been no further pollution report been issued by the Coast Guard so it looks like no spill has occurred at this point.

Based on the information on Emergency BC the Gordon Reid is assisting the Barge and the Coast Guard is setting up an Incident Command Post. The West Coast Marine Response Cooperation is being contacted and deploying its vessels to the staging area. The Provincial Response Officers will be deploying this morning

https://www2.gov.bc.ca/gov/content/environment/air-land-water/spills-environmental-emergencies/spill-incidents/potential-tug-jake-shearer-sw-of-bella-bella

Eric Chiang has reached out to Canadian Coast Guard Environmental Response Unit last night and indicated that we (DFO Oceans and Science) are available.

There is a lot of commenting on twitter #JakeShearer

Based on the twitter feed and the Marine Vessels AIS website a larger tug is approaching the vessel of concern.

I will send you further updates if the situation changes.

Matthias

From: Herborg, Matthias
Sent: 2017–November-26 9:08 PM
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - INITIAL

Hi

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Please see below the notification from Coast Guard regarding a fuel barge with 3.4 Million liters adrift of Bella Bella. Three tugs and the Gordon Reid are assisting and no fuel has been spilled so far. I will send an update tomorrow morning.

There is also an article http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713 on the CBC.

As you are probably aware its just over a year after the Nathan E Stewart in the same area, which is still an ongoing issue with the local First nations.

Matthias

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 6:37 PM
To: Brickett, JJ; Alois Schonenberger - A/Victoria HarbourMaster; Barrett, Paul; Brady, Jeff; Gladson, Brandy; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Cunningham, Barry; Elford, Dale; Desrosiers, Jason; ECCC; EMBC - PECC; Environment Canada; PAC Env Incident / Incident Env Pac (DFO/MPO); Evans, Clay; Farrell, Randy; Fehr, Amanda; Girouard, Roger; Goffic, Jody; Gordon, Elysha; Grant, Janet; Gray, Scott; Hache, Gabe; Harbour Master Nanaimo; Harbour Master Prince Rupert; Harbour Master Vancouver; Harbour Master Victoria (ZP); Harris, Piper; Henthorne, Colin; Hunt, Cliff; Imbeau, Michelle; Lanthier, Marc; Lastik, Darryl; Leonard, Mike; Lick, Gregory; Main Ops Officer / Agent principal des Ops (DFO/MPO); Martens, Michael; McCann, Timothy; McNish, Joanne; MCTS Prince Rupert Supervisor; MCTS Victoria; Meggison, Joe; Morin, Michel; Murdock, Philip; NASP; Moss, Derek; Navigation Protection Program; NCC / CCN (DFO/MPO); Oliver, Gillian; PAC Radio Room / Salle de radio PAC (DFO/MPO); Pelletier, Mario; Pickrell, Susan; Piper Harris; Prieur, Cloe; Prince Rupert; ROC Planning Officer / agent de planification COR (DFO/MPO); ROC1 / COR1 (DFO/MPO); ROEC Pacific / BRCE Pacifique (DFO/MPO); Sharun, Christina; Smith, Laura; Snow, Carl; Statham, Art; Swift, Greg; TC Marine Safety - Ottawa; TC Marine Safety - Vancouver; TC Pollution Control Aircraft (MART; Thomas, John; Transport Safety Board - Pacifgic; Verret, Gilles; Walker, Matthew; Ward, Kelly; Webb, Nathan; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Williams, Susan; Wong, Helen; Wootton, Brian; Yager, Tyler
Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

GENERAL INFORMATION- POLLUTION REPORT			
DATE/TIME OF REPORT:	2017-11-26 1509 PDT		
DATE/TIME OF SPILL:	POTENTIAL		
REPORTING PARTY/CONTACT INFO:	COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE		
SITUATION DETAILS			
LOCATION/POSITION :	51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC		
TYPE OF POLLUTANT:	POTENTIAL		
QUANTITY:	3.4 MILLION LITERS	COLOUR/ODOUR:	
ORIGIN:	JAKE SHEARER BARGE		
WEATHER CONDITIONS:	S-SW 40 KNOTS		
ADDITIONAL INFORMATION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H		

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	WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
VESSEL INFORMATION (IF APPLICABLE)	
VESSEL NAME:	JAKE SHEARER
CALL SIGN AND MMSI:	MMSI 367677120
OVERALL LENGTH (LOA) :	34 METERS
VESSEL TYPE:	PUSH TUG
OWNER/AGENT/FLAG:	
ADDITIONAL INFORMATION:	BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT
ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)	
CCG-W ER DUTY OFFICER	2017-11-26 JG
TC MARINE SAFETY - VANCOUVER (ONLY IF A VESSEL IS INVOLVED)	2017-11-26 Click here to enter text.
VANCOUVER HM (ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)	Click here to enter a date. Click here to enter text.
Area MCTS Centre	Click here to enter a date. Click here to enter text.
DFO PUBLIC AFFAIRS (NEWS POTENTIAL ONLY)	Click here to enter a date. Click here to enter text.
ROC OFFICER:	SO

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CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

Fisheries and Oceans Canada / Pêches et Océans Canada
Canadian Coast Guard / Garde côtière canadienne

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Chang, Raymond

From: Chiang, Eric
Sent: November-27-17 9:36 AM
To: Benoy, Nicholas
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Attachments: ATBJAKESHEARER_3500MC_DIESEL_TRAJECTORY_24HOURS.jpg; ATBJakeShearer_3500mc_Diesel_MassBalance_24Hours.jpg; ATBJAKESHEARER_3500MC_DIESEL_TRAJECTORY_6HOURS.jpg; ATBJAKESHEARER_3500MC_DIESEL_TRAJECTORY_12HOURS.jpg; ATBJAKESHEARER_3500MC_DIESEL_TRAJECTORY_18HOURS.jpg; ATBJAKESHEARER_3500MC_DIESEL_TRAJECTORY_24HOURS.WMV; ATBJakeShearer_500mc_Gasoline_MassBalance_24Hours.jpg

Importance: High

Hey Nick can you start pulling all available layers together from Oceans shop for that location?

We're on standby but CCG ER is going into precautionary prep action mode so we should ramp up too. Matthias is pulling together ecosystem info already. This is highest priority. Thanks.

Eric

From: Brady, Jeff
Sent: November-27-17 7:47 AM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Wootton, Brian; Murdock, Philip
Cc: McNish, Joanne; NCC / CCN (DFO/MPO); Raymond, Chris (EC/EC) (chris.raymond@canada.ca); Chiang, Eric
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Attached are media files for a MASS release, if it occurred.

Please be careful when interpreting this, as it is a worst case scenario (Instantaneous release of all oils). It is much more realistic to have a slow release over 72hs, which has also been requested.

As well, the grey show where oil was, not is.

WMV file is a video.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

s.16(2)

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From: CNUE / NEEC (EC) [mailto:ec.cnue-neec.ec@canada.ca]
Sent: November-27-17 7:39 AM
To: Martens, Michael
Cc: Brady, Jeff
Subject: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Hi Mike,

Here are the trajectory model for diesel (24h) and the mass balance for the diesel and gasoline.

Please let me know if there are any problems with the attachments and if we can do anything else to support this response.

Thanks

Thierry

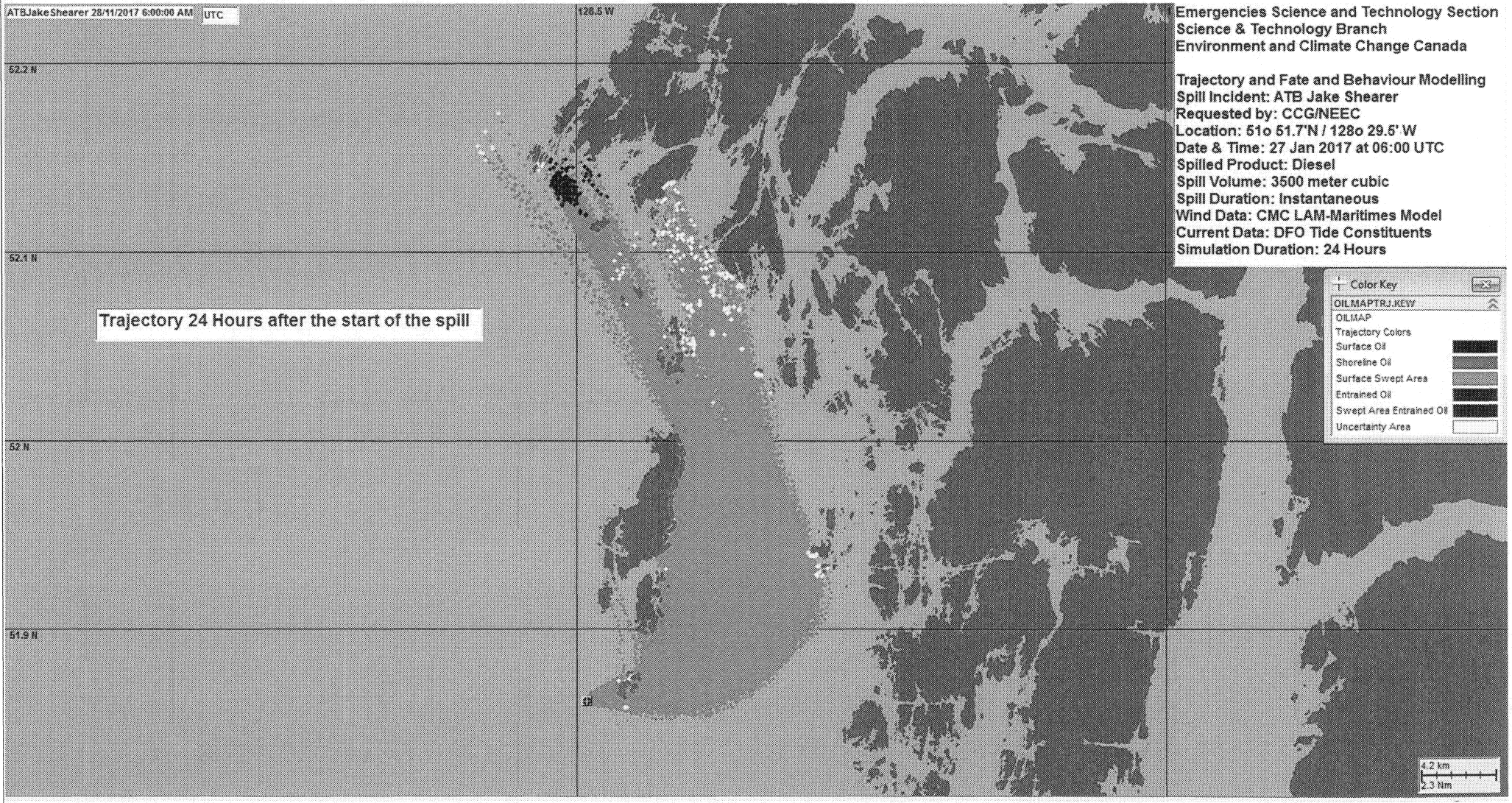
Cell:

Thierry Mezzana

Agent principal, Préparation et intervention, Centre national des urgences environnementales (CNUE)
Direction des activités de protection de l'environnement / Environnement et Changement climatique Canada / Gouvernement du Canada
thierry.mezzana@canada.ca / Tél. : 514-496-8583 / Cell : / Urgences 24/7 : 1-866-283-2333

Senior Officer, Preparedness and Response, National Environmental Emergencies Centre (NEEC)
Environmental Protection Operations Directorate / Environment and Climate Change Canada / Government of Canada
thierry.mezzana@canada.ca / Tel: 514-496-8583 / Cell : / Emergencies 24/7 : 1-866-283-2333

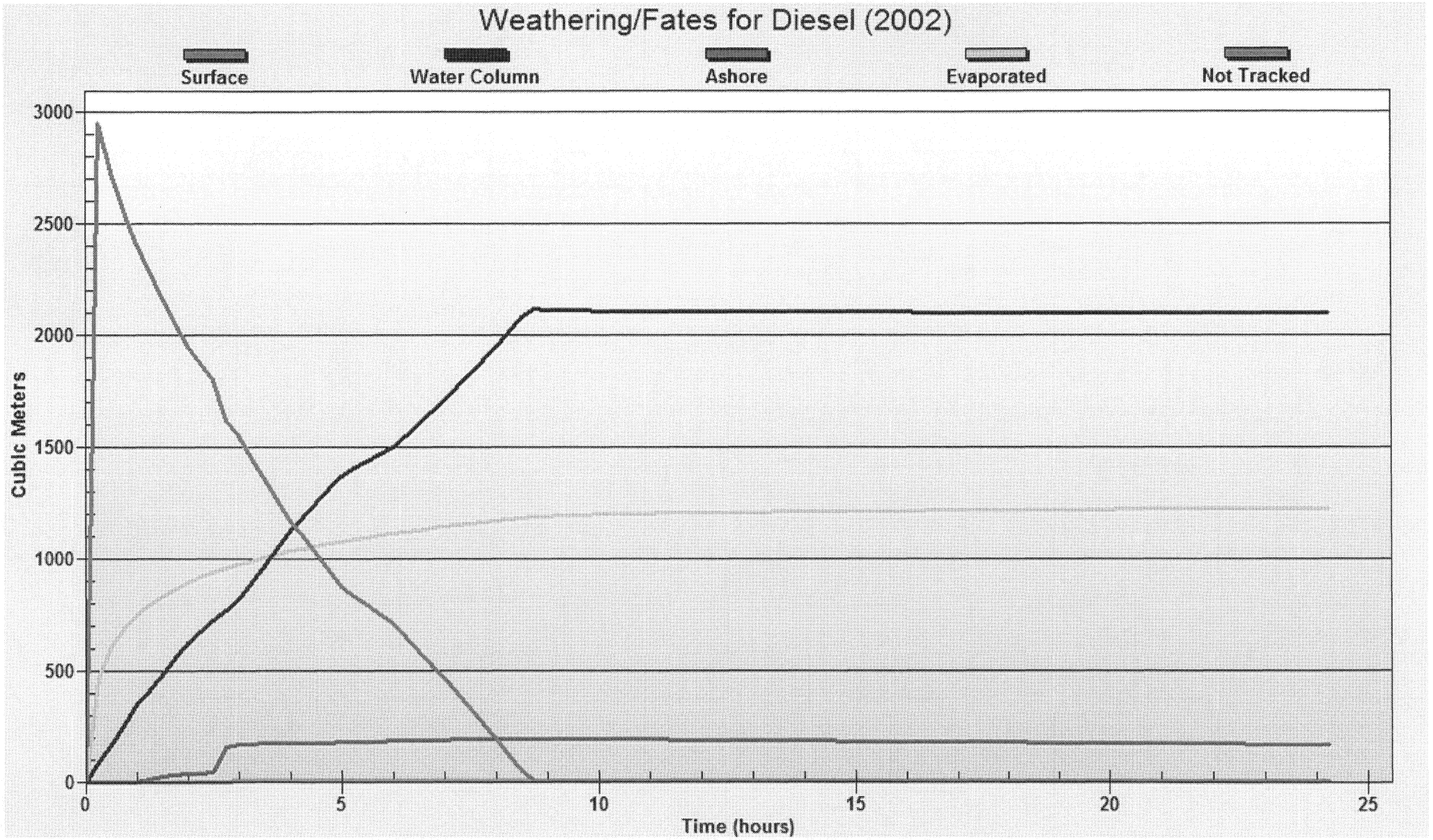
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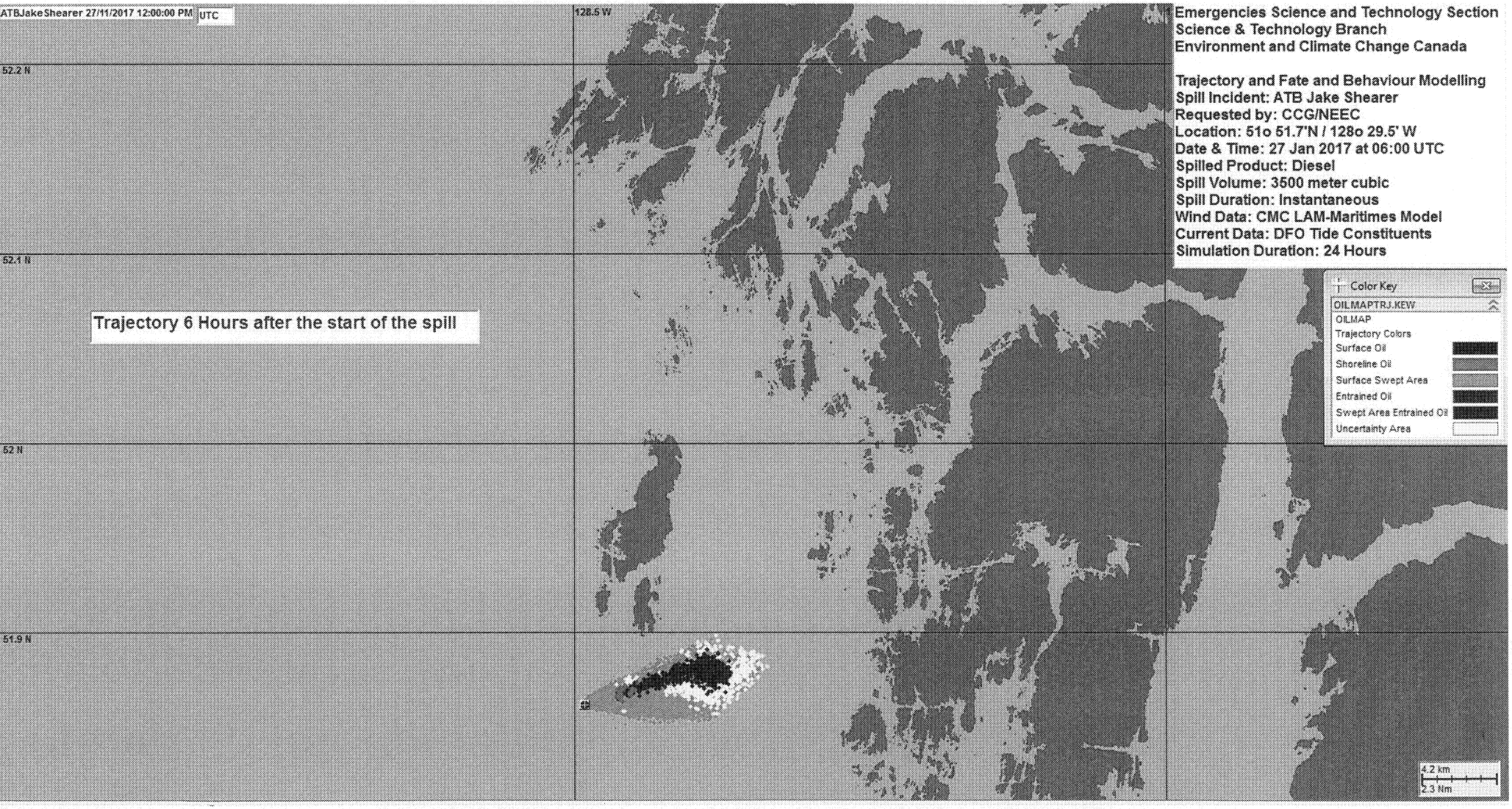
Emergencies Science and Technology Section
Science & Technology Branch
Environment and Climate Change Canada

Trajectory and Fate and Behaviour Modelling
Spill Incident: ATB Jake Shearer
Requested by: CCG/NEEC
Location: 51o 51.7'N / 128o 29.5' W
Date & Time: 27 Jan 2017 at 06:00 UTC
Spilled Product: Diesel
Spill Volume: 3500 meter cubic
Spill Duration: Instantaneous
Wind Data: CMC LAM-Maritimes Model
Current Data: DFO Tide Constituents
Simulation Duration: 24 Hours

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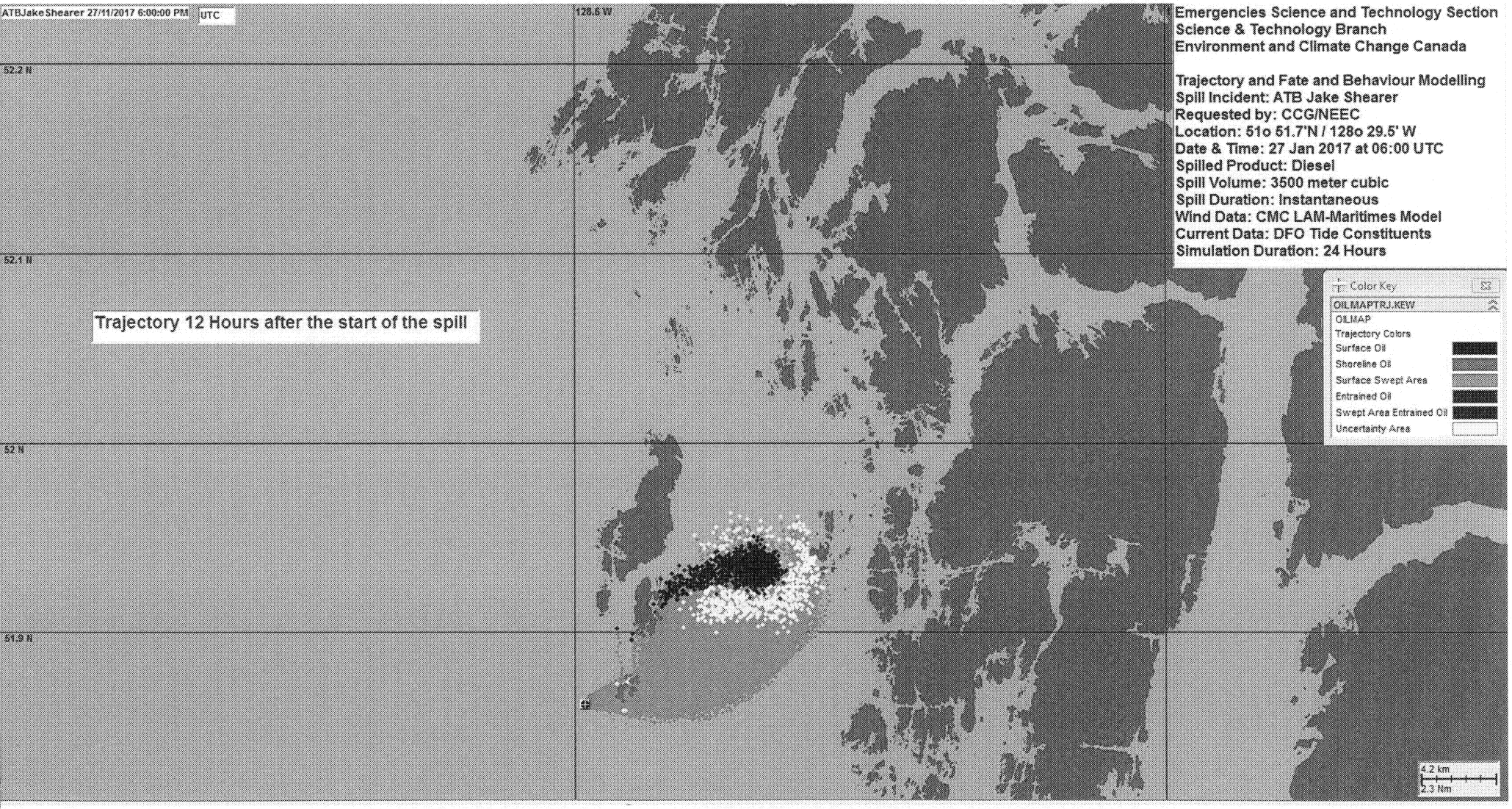
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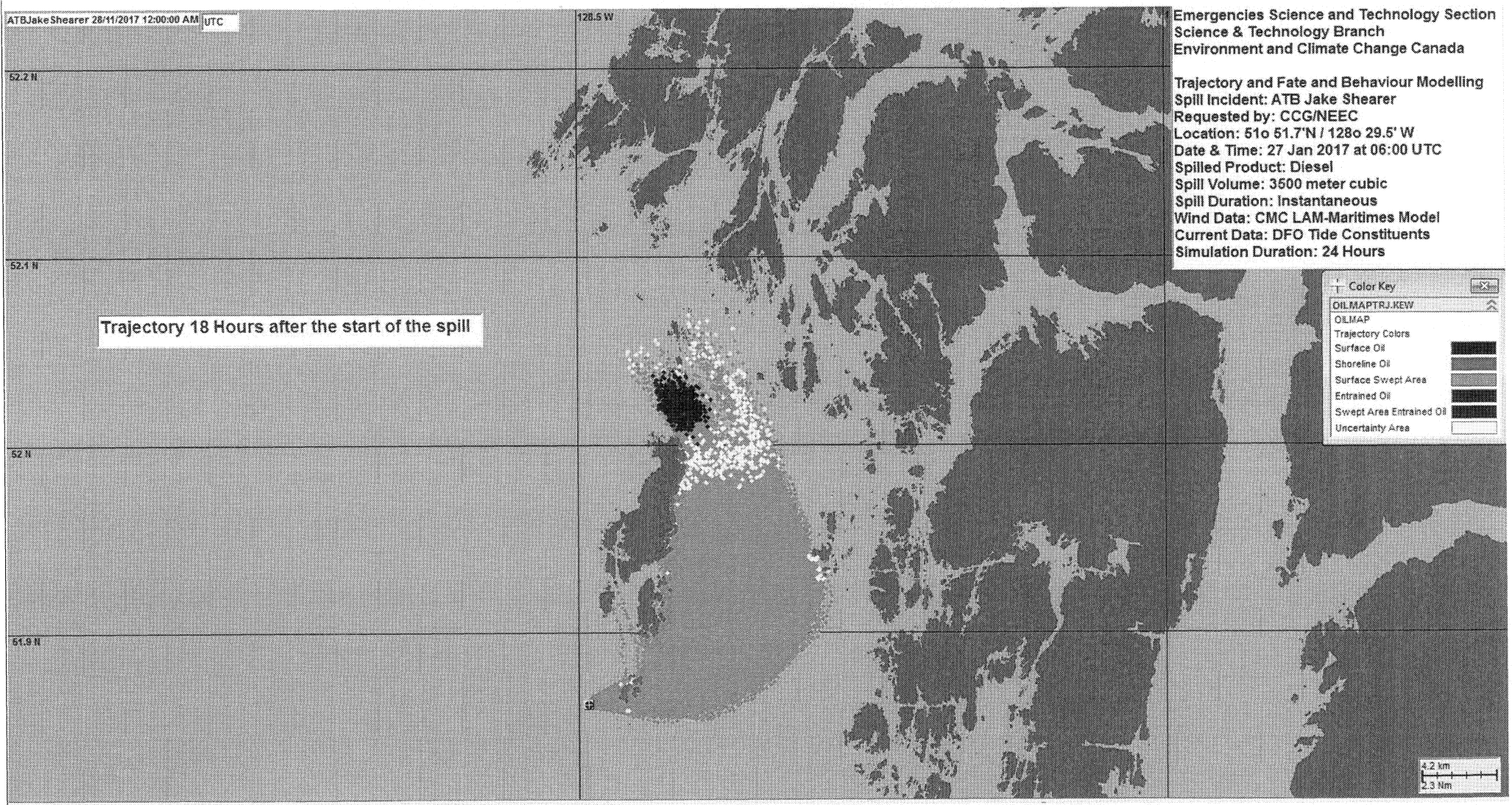
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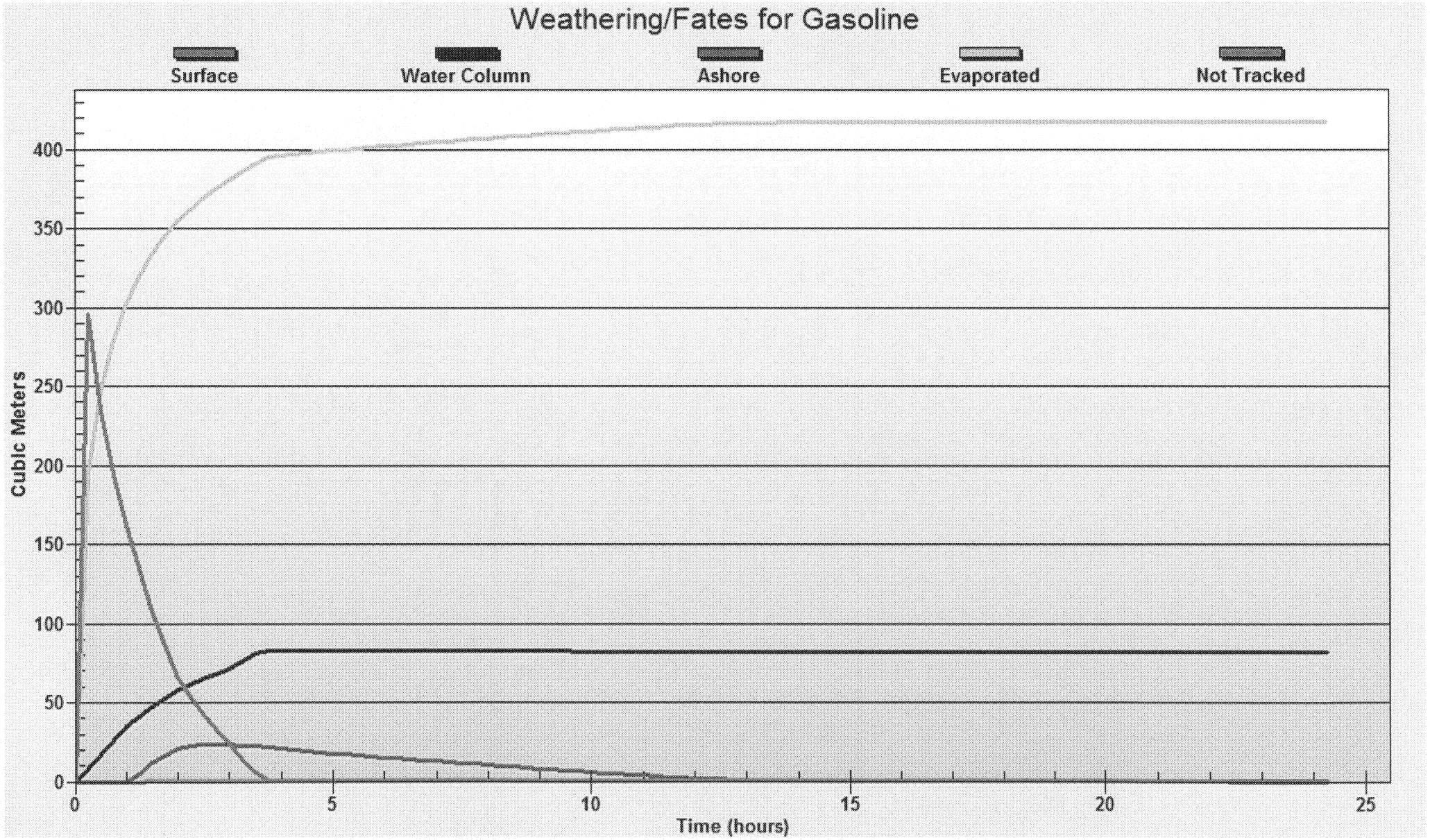
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Emergencies Science and Technology Section
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Chang, Raymond

From: ROC1 / COR1 (DFO/MPO)
Sent: November-26-17 6:37 PM
To: Brickett, JJ; Alois Schonenberger - A/Victoria HarbourMaster; Barrett, Paul; Brady, Jeff; Gladson, Brandy; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Cunningham, Barry; Elford, Dale; Desrosiers, Jason; ECCC; EMBC - PECC; Environment Canada; PAC Env Incident / Incident Env Pac (DFO/MPO); Evans, Clay; Farrell, Randy; Fehr, Amanda; Girouard, Roger; Goffic, Jody; Gordon, Elysha; Grant, Janet; Gray, Scott; Hache, Gabe; Harbour Master Nanaimo; Harbour Master Prince Rupert; Harbour Master Vancouver; Harbour Master Victoria (ZP); Harris, Piper; Henthorne, Colin; Hunt, Cliff; Imbeau, Michelle; Lanthier, Marc; Lastik, Darryl; Leonard, Mike; Lick, Gregory; Main Ops Officer / Agent principal des Ops (DFO/MPO); Martens, Michael; McCann, Timothy; McNish, Joanne; MCTS Prince Rupert Supervisor; MCTS Victoria; Meggison, Joe; Morin, Michel; Murdock, Philip; NASP; Moss, Derek; Navigation Protection Program; NCC / CCN (DFO/MPO); Oliver, Gillian; PAC Radio Room / Salle de radio PAC (DFO/MPO); Pelletier, Mario; Pickrell, Susan; Piper Harris; Prieur, Cloe; Prince Rupert; ROC Planning Officer / agent de planification COR (DFO/MPO); ROC1 / COR1 (DFO/MPO); ROEC Pacific / BRCE Pacifique (DFO/MPO); Sharun, Christina; Smith, Laura; Snow, Carl; Statham, Art; Swift, Greg; TC Marine Safety - Ottawa; TC Marine Safety - Vancouver; TC Pollution Control Aircraft (MART; Thomas, John; Transport Safety Board - Pacifgic; Verret, Gilles; Walker, Matthew; Ward, Kelly; Webb, Nathan; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Williams, Susan; Wong, Helen; Wootton, Brian; Yager, Tyler
Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

GENERAL INFORMATION- POLLUTION REPORT			
DATE/TIME OF REPORT:	2017-11-26 1509 PDT		
DATE/TIME OF SPILL:	POTENTIAL		
REPORTING PARTY/CONTACT INFO:	COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE		
SITUATION DETAILS			
LOCATION/POSITION :	51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC		
TYPE OF POLLUTANT:	POTENTIAL		
QUANTITY:	3.4 MILLION LITERS	COLOUR/ODOUR:	
ORIGIN:	JAKE SHEARER BARGE		
WEATHER CONDITIONS:	S-SW 40 KNOTS		
ADDITIONAL INFORMATION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST.		

000383

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	THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
VESSEL INFORMATION (IF APPLICABLE)	
VESSEL NAME:	JAKE SHEARER
CALL SIGN AND MMSI:	MMSI 367677120
OVERALL LENGTH (LOA) :	34 METERS
VESSEL TYPE:	PUSH TUG
OWNER/AGENT/FLAG:	
ADDITIONAL INFORMATION:	BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT
ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)	
CCG-W ER DUTY OFFICER	2017-11-26 JG
TC MARINE SAFETY - VANCOUVER (ONLY IF A VESSEL IS INVOLVED)	2017-11-26 Click here to enter text.
VANCOUVER HM (ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)	Click here to enter a date. Click here to enter text.
Area MCTS Centre	Click here to enter a date. Click here to enter text.
DFO PUBLIC AFFAIRS (NEWS POTENTIAL ONLY)	Click here to enter a date. Click here to enter text.
ROC OFFICER:	SO

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

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Canadian Coast Guard / Garde côtière canadienne

Canada

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Chang, Raymond

From: Benoy, Nicholas
Sent: November-27-17 10:31 AM
To: Poehlke, Travis
Subject: RE: ATB Jakes Shearer Incident info

Okay – good to know. I don't usually monitor it either. I leave that to Eric/Matthias. I won't need to forward you any updates we get through that channel.

From: Poehlke, Travis
Sent: November-27-17 10:30 AM
To: Benoy, Nicholas
Subject: RE: ATB Jakes Shearer Incident info

Thanks Nick,

Yeah I do... but I don't usually monitor it.

From: Benoy, Nicholas
Sent: Monday, November 27, 2017 10:28 AM
To: Poehlke, Travis <Travis.Poehlke@dfo-mpo.gc.ca>
Subject: ATB Jakes Shearer Incident info

Hi Travis,

Please see the attached emails for a summary of what we know so far. Do you have access to the PAC ENV Incident inbox?

Cheers,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Chang, Raymond

From: Herborg, Matthias
Sent: November-27-17 2:17 PM
To: Benoy, Nicholas
Subject: RE: Common Operation Picture

Hi Nick

Awesome, I wasn't aware of that.

Matthias

From: Benoy, Nicholas
Sent: 2017–November-27 2:14 PM
To: Chiang, Eric; Daradics, Anya; Herborg, Matthias
Subject: Common Operation Picture

Hi everybody,

In case you don't have it bookmarked already, the following link will take you to DFO Common Operation Picture web mapping tool: https://cop-poc.dfo-mpo.ca/

It has a live AIS feed, and seems to be properly reporting the location of the Jake Shearer as of one minute ago.

Cheers,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Chang, Raymond

From: Yu, Faith
Sent: November-27-17 11:04 AM
To: Benoy, Nicholas
Subject: RE: IMPORTANT - Fishery notices for potential spill location
Attachments: Potential Spill Location.pdf

Hi Nick,

I think the coordinates should be 51.842111, -128.545583 as the one you gave me is in the Lower Mainland. Here is a quick map to show the location I think you mean. The area is in Bella Bella so that would be Area 107 and if there's a spill can potentially go into Area 7, 8 and 108.

For commercial fishing, fishery notices are located here:
http://www-ops2.pac.dfo-mpo.gc.ca/fns-sap/index-eng.cfm?pg=keyword_search&ID=all&CFID=32093427&CFTOKEN=caba970683aa5502-F44CF7B8-95FA-23A1-E966FA913EA788AC
Search by keyword e.g. 107 which will then list all the notices.

For recreational fishing, the BC Sportfishing Guide will provide you with info on those fisheries that are open:
http://www.pac.dfo-mpo.gc.ca/fm-gp/rec/index-eng.html

- Area 7 and 107 (Bella Bella) – salmon, finfish, crab, other invertebrates. Bivalves are closed.
- Area 8 and 108 (Fitz Hugh Sound, Bella Coola) – salmon, finfish, crab. Bivalves are closed.

I think it may be quickest to send out an email to the various Resource Managers to confirm the fisheries rather than reviewing through all the above info:

- Jeff Johanson (Shellfish)
- Carol Eros (Recreational)
- Jeff Grout and Raquel Roizman (Salmon)
- Brenda Spence (Pelagics), Caroline Wells (tuna/sardines)

Let me know if you need anything else.

Faith

From: Benoy, Nicholas
Sent: November-27-17 10:18 AM
To: Yu, Faith
Subject: IMPORTANT - Fishery notices for potential spill location
Importance: High

Hi Faith,

We have recently been informed that there is an adrift barge just south-west of Goose Island at coordinates 51.823N, 128.513W. It is carrying quite a bit of fuel (up to 3.4 million litres of diesel), so this has the potential to be a large incident if things go wrong. CCG and WCMRC have already been deployed, so fingers crossed that they can get it under control. Would you able to compile (or show me where to find) a list of recent fishery notices for the location? We are trying our best to quickly get an accurate picture of fisheries activity in the region.

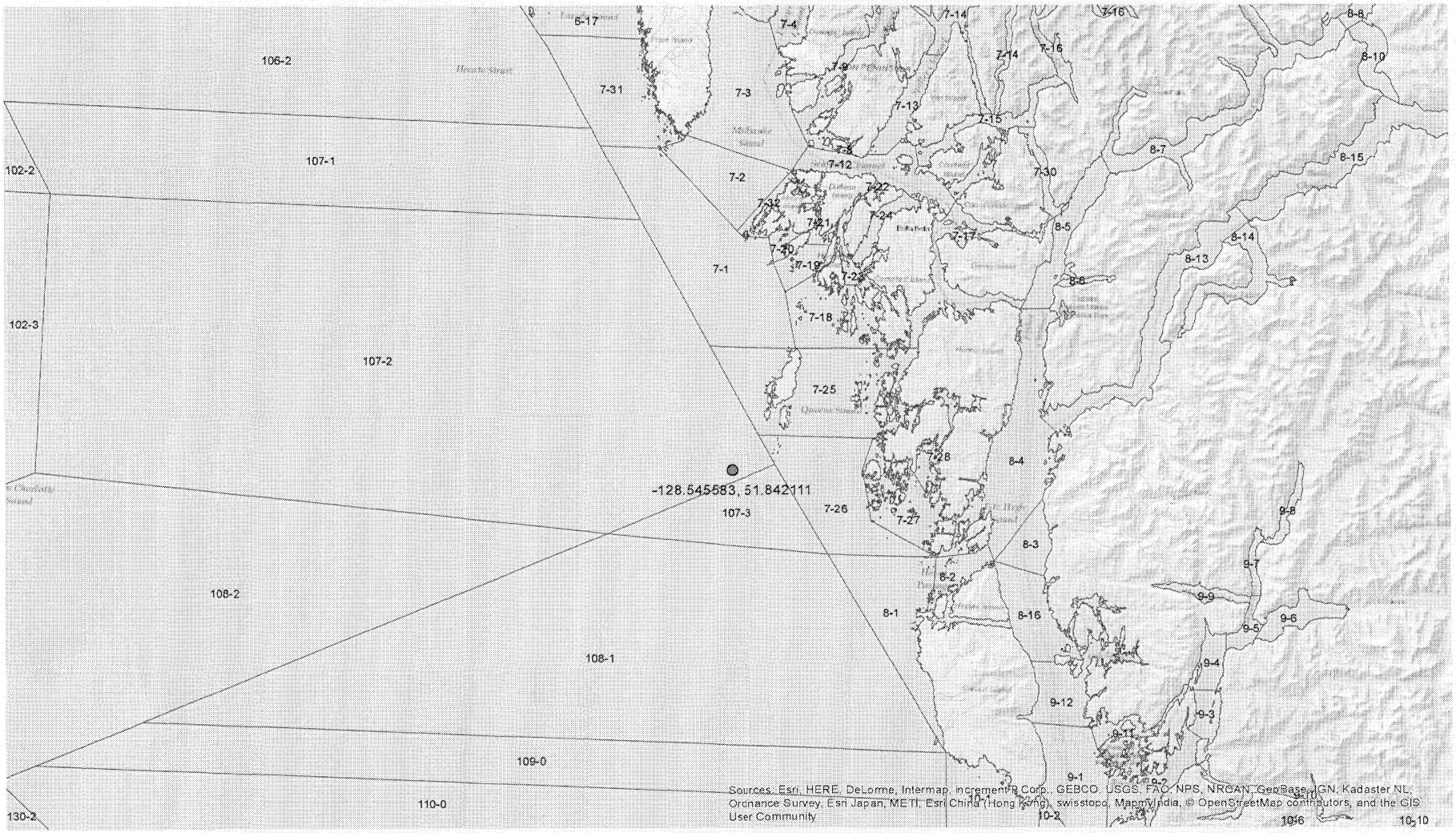
Thank you for the help.

Cheers,

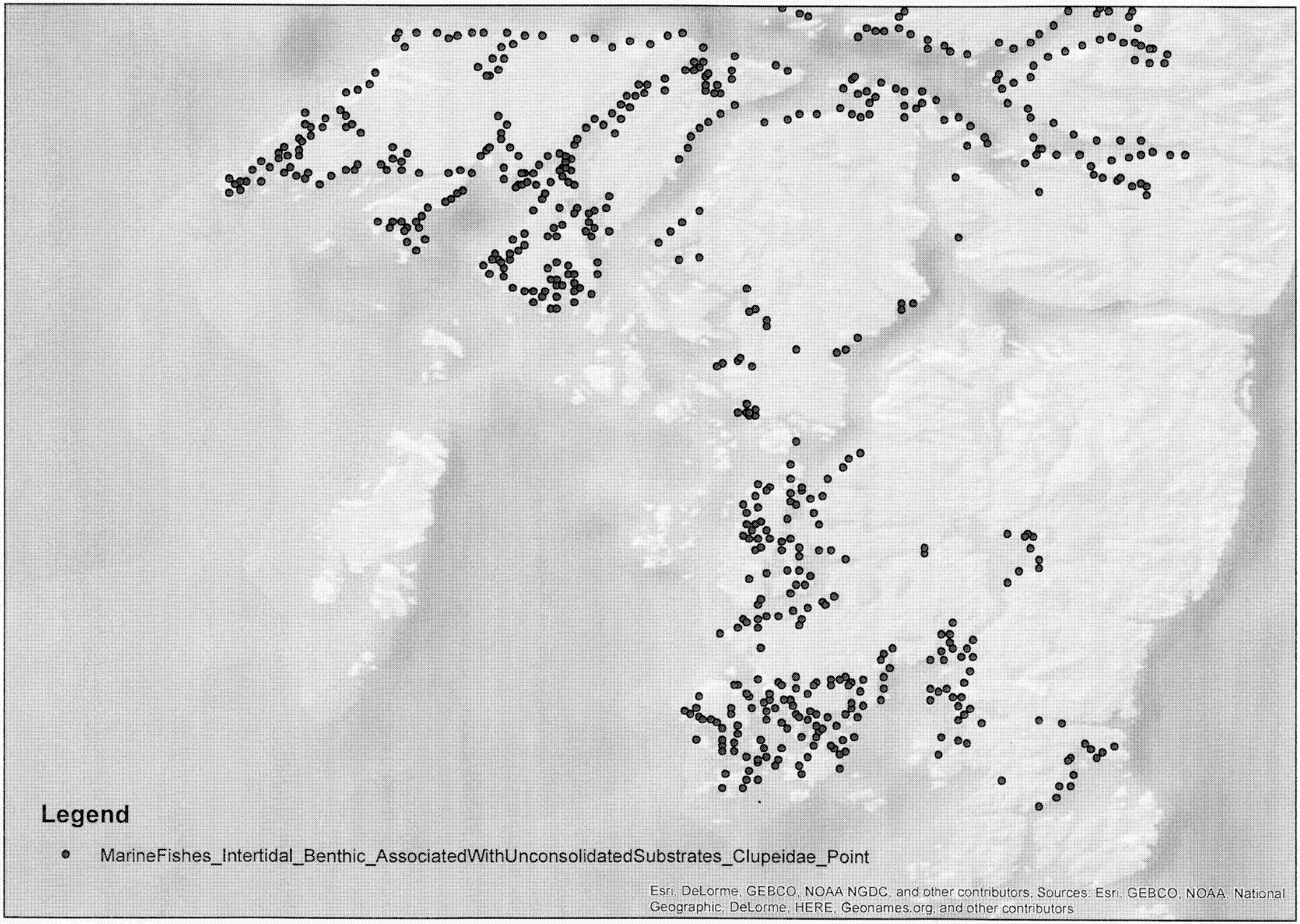
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Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Chang, Raymond

From: Yu, Faith
Sent: November-27-17 12:50 PM
To: Benoy, Nicholas
Subject: RE: IMPORTANT - Fishery notices for potential spill location

You're welcome and any time! [redacted]

Faith

From: Benoy, Nicholas
Sent: November-27-17 12:47 PM
To: Yu, Faith
Subject: RE: IMPORTANT - Fishery notices for potential spill location

Thank you for all your help so far. [redacted]

Cheers,

Nick

From: Yu, Faith
Sent: November-27-17 12:45 PM
To: Benoy, Nicholas
Subject: RE: IMPORTANT - Fishery notices for potential spill location

I did look through the database and only found groundfish trawl opening in the area. The db doesn't include salmon or recreational or seasonal (that's not recurring) closures/openings so it's not comprehensive.

Faith

From: Benoy, Nicholas
Sent: November-27-17 12:40 PM
To: Yu, Faith
Subject: RE: IMPORTANT - Fishery notices for potential spill location

[redacted] I'll contact someone from catch stats to see if they know an alternate contact for Brenda.

Thanks again for the help!

I haven't gotten around to checking the fishery closures/openings database. I've been busy putting together a list of fisheries in the area. Responses are starting to roll in from the resource managers. I will wait a couple more hours for responses, and then attempt to fill the gaps with supplementary sources.

Cheers,

Nick

From: Yu, Faith
Sent: November-27-17 11:26 AM
To: Benoy, Nicholas
Subject: RE: IMPORTANT - Fishery notices for potential spill location

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Hi Nick,

One more contact for groundfish – Adam Keizer.

Have you checked the fishery closures/openings database too?

Faith

From: Benoy, Nicholas
Sent: November-27-17 11:08 AM
To: Yu, Faith
Subject: RE: IMPORTANT - Fishery notices for potential spill location

Hi Faith,

Thanks for the info, [redacted] I will contact the resource managers you identified.

Cheers,

Nick

From: Yu, Faith
Sent: November-27-17 11:04 AM
To: Benoy, Nicholas
Subject: RE: IMPORTANT - Fishery notices for potential spill location

Hi Nick,

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- Jeff Grout and Raquel Roizman (Salmon)
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Let me know if you need anything else.

Faith

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From: Benoy, Nicholas
Sent: November-27-17 10:18 AM
To: Yu, Faith
Subject: IMPORTANT - Fishery notices for potential spill location
Importance: High

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Thank you for the help.

Cheers,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Chang, Raymond

From: Charron, Terry
Sent: November-27-17 1:22 PM
To: Eros, Carole; Benoy, Nicholas; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer
Attachments: Rec Fisheries Area 7 and 8.docx

Hello Nicholas,

Please see attached table for recreational fishery status for November 27, 2017.

Let me know if you need anything further.

Best,

Terry

Terry Charron
A/Fisheries Management Officer
Recreational Fisheries Management Branch
Suite 200 - 401 Burrard Street
Vancouver, BC
Tel: 604-666-3610

From: Eros, Carole
Sent: November-27-17 11:52 AM
To: Charron, Terry
Subject: FW: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

fyi

From: Johansen, Jeff
Sent: November-27-17 11:33 AM
To: Benoy, Nicholas; Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline
Cc: Chiang, Eric; Daradics, Anya; Rogers, Juanita
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Nicholas,
Here is the information for invertebrate fisheries.

Can you share the trajectory information once you get it. Thanks,

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Benoy, Nicholas
Sent: November-27-17 11:23 AM
To: Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline; Johansen, Jeff
Cc: Chiang, Eric; Daradics, Anya

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Subject: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer
Importance: High

Hello,

My name is Nicholas Benoy, and I am a GIS Analyst with the Oceans Program based out of Vancouver. My work primarily involves Regional Response Planning. This morning, I was notified of a potential incident involving the ATB Jakes Shearer. On Sunday, the vessel was struck by a rogue wave and became completely disconnected from a laden fuel barge. CCG is on the scene, and WCMRC spill response boats are standing by. With that said, there is the potential for 3.4 million litres of diesel to leak into the marine environment, so we are preparing to stand up in the ICS if it comes to that.

We are currently collecting as much information about the area as possible. At this point, we are looking for an up to date list of fishery openings, closures, and other variation notices for your respective fisheries. The Jakes Shearer is currently sitting at 51.842111N, 128.545583W, which is in Area 107. However, if the diesel on board was to spill, it could potentially impact Areas 7, 8, and 108. ECCC is preparing to send me the tradjectory model shapefile, so I will update the list of potentially affected areas once I have the data.

In the meantime, is it possible for you to provide us with a list of openings, closures, and variation notices for your respective fisheries? If you have any questions about the incident itself, please contact Eric Chiang, our RRP Program Officer.

Thank you for the help.

Regards,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Area	Species	Recreational Licence Holders	Status November 27, 2017
7	Bivalve shellfish	Clams, Cockles, Geoduck, Mussels, Oyster, Scallop	Closed to all bivalve shellfish (CSSP)
107	Bivalve shellfish	Clams, Cockles, Geoduck, Mussels, Oyster, Scallop	Closed to all bivalve shellfish (CSSP)
7	Crab	Alaska, Box, Puget, Dungeness, Oher, Red Rock, Shore	Rec open
107	Crab	Alaska, Box, Puget, Dungeness, Oher, Red Rock, Shore	Rec open
7	Other shellfish	Barnacles, Limpet, Octopus, Other, Sand Dollar, Sea Cucumber, Sea Star, Sea Urchin, Ghost Shrimp, Shrimp/Prawn, Squid All	Rec open
107	Other shellfish	Barnacles, Limpet, Octopus, Other, Sand Dollar, Sea Cucumber, Sea Star, Sea Urchin, Ghost Shrimp, Shrimp/Prawn, Squid All	Rec open
7	Salmon	Chinook, Chum, Coho, Pink	Rec open
107	Salmon	Chinook, Chum, Coho, Pink	Rec open
7	Groundfish	Herring, Mackerel, Northern anchovy, other finfish, Pacific sand lance, Sardine, Smelt, Tuna, Cod, Greenling, Perch, sable fish, salmon shark, Sculpin, Skate, Soul/Flounder, Spiny dogfish, Trout	Rec open
107	Groundfish	Herring, Mackerel, Northern anchovy, other finfish, Pacific sand lance, Sardine, Smelt, Tuna, Cod, Greenling, Perch, sable fish, salmon shark, Sculpin, Skate, Soul/Flounder, Spiny dogfish, Trout	Rec open
7	Groundfish	Eulachon, All other Shark, Halibut, Lingcod, Rockfish, Sturgeon, Wolf	Closed or non-retention

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		Eel	
107	Groundfish	Eulachon, All other Shark, Halibut, Lingcod, Rockfish, Sturgeon, Wolf Eel	Closed or non-retention
8	Bivalve shellfish	Clams, Cockles, Geoduck, Mussels, Oyster, Scallop	Closed to all bivalve shellfish (CSSP)
108	Bivalve shellfish	Clams, Cockles, Geoduck, Mussels, Oyster, Scallop	Closed to all bivalve shellfish (CSSP)
8	Crab	Alaska, Box, Puget, Dungeness, Oher, Red Rock, Shore	Rec open
108	Crab	Alaska, Box, Puget, Dungeness, Oher, Red Rock, Shore	Rec open
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Chang, Raymond

From: Benoy, Nicholas
Sent: November-27-17 1:23 PM
To: Charron, Terry
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Terry,

Thank you for the information. I will add it to our records.

Cheers,

Nick

From: Charron, Terry
Sent: November-27-17 1:22 PM
To: Eros, Carole; Benoy, Nicholas; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hello Nicholas,

Please see attached table for recreational fishery status for November 27, 2017.

Let me know if you need anything further.

Best,

Terry

Terry Charron
A/Fisheries Management Officer
Recreational Fisheries Management Branch
Suite 200 - 401 Burrard Street
Vancouver, BC
Tel: 604-666-3610

From: Eros, Carole
Sent: November-27-17 11:52 AM
To: Charron, Terry
Subject: FW: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

fyi

From: Johansen, Jeff
Sent: November-27-17 11:33 AM
To: Benoy, Nicholas; Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline
Cc: Chiang, Eric; Daradics, Anya; Rogers, Juanita
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Nicholas,
Here is the information for invertebrate fisheries.

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Can you share the trajectory information once you get it. Thanks,

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Benoy, Nicholas
Sent: November-27-17 11:23 AM
To: Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline; Johansen, Jeff
Cc: Chiang, Eric; Daradics, Anya
Subject: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer
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In the meantime, is it possible for you to provide us with a list of openings, closures, and variation notices for your respective fisheries? If you have any questions about the incident itself, please contact Eric Chiang, our RRP Program Officer.

Thank you for the help.

Regards,

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Chang, Raymond

From: Herborg, Matthias
Sent: November-27-17 12:33 PM
To: Benoy, Nicholas
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Nick

Yes please cc me on these, as I am also reaching out to people and I don't want to ask the same person twice.

Thanks

Matthias

From: Benoy, Nicholas
Sent: 2017–November-27 12:32 PM
To: Herborg, Matthias
Subject: FW: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Matthias,

Anya suggested that I forward you my email to the fishery managers asking about fishery openings, closures, or variation notices for the area. The email below is what I sent them.

Cheers,

Nick

From: Benoy, Nicholas
Sent: November-27-17 11:23 AM
To: Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline; Johansen, Jeff
Cc: Chiang, Eric; Daradics, Anya
Subject: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer
Importance: High

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Thank you for the help.

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Chang, Raymond

From: Benoy, Nicholas
Sent: November-27-17 12:09 PM
To: Kanno, Roger
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Roger,

Thank you for the timely response! I will make sure to add it to our records.

Cheers,

Nick

From: Kanno, Roger
Sent: November-27-17 12:08 PM
To: Wells, Caroline; Benoy, Nicholas
Cc: Groves, Steven; Spence, Brenda
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Nicholas,

I can provide information for herring fisheries as the former regional herring officer.

Recreational Herring
Open coast wide, year round.

Commercial Special Use Herring
No Central Coast openings

Commercial Food and Bait Herring
No Central Coast openings

Commercial Herring Spawn on Kelp
Open March 1 to May 31 in Areas 6, 7 and 8
There may be some sub areas within those PFMAs that are closed, but contact the SOK manager, Steven Groves if more specific information is required.

Commercial Roe Herring
Open at the discretion of the ongrounds DFO fishery manager (if the decision is made to have a roe fishery in Central Coast, IFMP is still under development) anytime from February 10 to April 30

FSC Herring
Specifics in each communal licence, but suspect that it is open year round with some restrictions on areas.
I believe that Kristen Wong would have more detailed information if you require it

Thanks,
Roger K.

Senior Regional Sustainable Fisheries Framework Coordinator | Coordonnateur régionale principale du Cadre pour la pêche durable
Fisheries and Aquaculture Management | Gestion des pêches et de l'aquaculture
Fisheries and Oceans Canada | Pêches et Océans Canada
Government of Canada | Gouvernement du Canada
roger.kanno@dfo-mpo.gc.ca
Telephone/Téléphone 604-666-7851 | Facsimile/Télécopieur 604-666-3341

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From: Wells, Caroline
Sent: 2017–November-27 11:48 AM
To: Kanno, Roger
Subject: FW: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

From: Johansen, Jeff
Sent: November-27-17 11:33 AM
To: Benoy, Nicholas; Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline
Cc: Chiang, Eric; Daradics, Anya; Rogers, Juanita
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Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

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Sent: November-27-17 11:23 AM
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Cc: Chiang, Eric; Daradics, Anya
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Area	Subarea	Fishery/Plan	Commercial Licence (and licence holders)	Status 20171127
7	25	Bivalve Community Harvest Plan	Heiltsuk non-commercial FSC	Areas 7 to 10 closed to all bivalve shellfish (CSSP)
7	25	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
7	25	Geoduck	G (55 coastwide)	Commercial active north in Area 6 and 106 (Moore, Surf). Areas 7 to 10 closed to all bivalve shellfish (CSSP)
7	25	Prawn	W (250 coastwide)	Commercial closed
7	25	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
7	25	Sea cucumber	ZD (85 coastwide: NC31, CC30, ECVI 22, WCVI-2)	Commercial closed
7	25	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
7	26	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
7	26	Prawn	W (250 coastwide)	Commercial closed
7	26	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
7	26	Sea cucumber	ZD (85 coastwide: NC31, CC30, ECVI 22, WCVI-2)	Commercial closed
7	26	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
107	1	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
107	1	Prawn	W (250 coastwide)	Commercial closed
107	1	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
107	1	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
107	2	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
107	2	Prawn	W (250 coastwide)	Commercial closed
107	2	Red urchin	ZC (110 coastwide, 86 north)	Commercial active north in Area 5 and 106 (Lower Banks Island)
107	2	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure
107	3	Crab	R (coastwide 221: A36, B30, E44, G23, H70, I26, J25)	Commercial Area A open, inactive; Area B closing Nov30
107	3	Prawn	W (250 coastwide)	Commercial closed
107	3	Red urchin	ZC (110 coastwide, 86 north, 24 south)	Commercial active north in Area 5 and 106 (Lower Banks Island)
107	3	Shrimp Trawl	S (237 coastwide)	Commercial under long-term closure

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Area	Fishery/Plan	Recreational License Holders	Status 20171127
7	Herring - Recreational		Open
7	Albacore Tuna	CT (Coast wide)	Commercial Active from April 1 – March 31 each year. Albacore Tuna fleet typically occurs off WCVI to the CDN EEZ (offshore) and rarely, if ever, occurs inshore (i.e. Areas 7,8,107 and 108). Most Tuna vessels have hailed in for the season, some still may be fishing.
7	Albacore Tuna	Recreational licence (Coast wide)	Recreational active year round. Recreational fishing typically occurs WCVI and offshore and rarely (if ever) occur inshore (i.e. Areas 7,8,107 and 108).
7	Bivalve shellfish	Clams, Cockles, Geoduck, Mussels, Oyster, Scallop	Closed to all bivalve shellfish (CSSP)
7	Crab	Alaska, Box, Puget, Dungeness, Oher, Red Rock, Shore	Rec open
7	Groundfish	Herring, Mackerel, Northern anchovy, other finfish, Pacific sand lance, Sardine, Smelt, Tuna, Cod, Greenling, Perch, sable fish, salmon shark, Sculpin, Skate, Soul/Flounder, Spiny dogfish, Trout	Rec open
7	Groundfish	Eulachon, All other Shark, Halibut, Lingcod, Rockfish, Sturgeon, Wolf Eel	Closed or non-retention
7	Herring - Commercial Food and Bait		Closed
7	Herring - Commercial Roe		Closed
7	Herring - Commercial Spawn on Kelp		Closed
7	Herring - Commercial Special Use		Closed
7	Herring - FSC		Open
7	Other shellfish	Barnacles, Limpet, Octopus, Other, Sand Dollar, Sea Cucumber, Sea Star, Sea Urchin, Ghost Shrimp, Shrimp/Prawn, Squid All	Rec open
7	Pacific Sardine	ZS	Commercial Closed
7	Pacific Sardine	ZSF	Communal-Commercial Closed
7	Salmon	Chinook, Chum, Coho, Pink	Rec open
7	Salmon - all		Closed
8	Herring - Recreational		Open
8	Albacore Tuna	CT (Coast wide)	Commercial Active from April 1 – March 31 each year. Albacore Tuna fleet typically occurs off WCVI to the CDN EEZ (offshore) and rarely, if ever, occurs inshore (i.e. Areas 7,8,107 and 108). Most Tuna vessels have hailed in for the season, some still may be fishing.
8	Albacore Tuna	Recreational licence (Coast wide)	Recreational active year round. Recreational fishing typically occurs WCVI and offshore and rarely (if ever) occur inshore (i.e. Areas 7,8,107 and 108).
8	Bivalve shellfish	Clams, Cockles, Geoduck, Mussels, Oyster, Scallop	Closed to all bivalve shellfish (CSSP)
8	Crab	Alaska, Box, Puget, Dungeness, Oher, Red Rock, Shore	Rec open
8	Eulachon	FSC Licence	Commercial Active from April 1 – March 31 each year. Albacore Tuna fleet typically occurs off WCVI to the CDN EEZ (offshore) and rarely, if ever, occurs inshore (i.e. Areas 7,8,107 and 108). Most Tuna vessels have hailed in for the season, some still may be fishing.
8	Groundfish	Herring, Mackerel, Northern anchovy, other finfish, Pacific sand lance, Sardine, Smelt, Tuna, Cod, Greenling, Perch, sable fish, salmon shark, Sculpin, Scake, Soul/Flounder, Spiny dogfish, Trout	Rec open
8	Herring - Commercial Food and Bait		Closed
8	Herring - Commercial Roe		Closed
8	Herring - Commercial Spawn on Kelp		Closed
8	Herring - Commercial Special Use		Closed
8	Herring - FSC		Open
8	Other shellfish	Barnacles, Limpet, Octopus, Other, Sand Dollar, Sea Cucumber, Sea Star, Sea Urchin, Ghost Shrimp, Shrimp/Prawn, Squid All	Rec open
8	Pacific Sardine	ZS	Commercial Closed
8	Pacific Sardine	ZSF	Communal-Commercial Closed
8	Salmon	Chinook, Chum, Coho, Pink	Rec open
8	Salmon - all		Closed
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107	Bivalve shellfish	Clams, Cockles, Geoduck, Mussels, Oyster, Scallop	Closed to all bivalve shellfish (CSSP)
107	Crab	Alaska, Box, Puget, Dungeness, Oher, Red Rock, Shore	Rec open

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107	Groundfish	Herring, Mackerel, Northern anchovy, other finfish, Pacific sand lance, Sardine, Smelt, Tuna, Cod, Greenling, Perch, sable fish, salmon shark, Sculpin, Skate, Soul/Flounder, Spiny dogfish, Trout	Rec open
107	Groundfish	Eulachon, All other Shark, Halibut, Lingcod, Rockfish, Sturgeon, Wolf Eel	Closed or non-retention
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107	Pacific Sardine	ZS	Commercial Closed
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108	Albacore Tuna	CT (Coast wide)	Commercial Active from April 1 – March 31 each year. Albacore Tuna fleet typically occurs off WCVI to the CDN EEZ (offshore) and rarely, if ever, occurs inshore (i.e. Areas 7,8,107 and 108). Most Tuna vessels have hailed in for the season, some still may be fishing.
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108	Groundfish	Eulachon, All other Shark, Halibut, Lingcod, Rockfish, Sturgeon, Wolf Eel	Closed or non-retention
108	Other shellfish	Barnacles, Limpet, Octopus, Other, Sand Dollar, Sea Cucumber, Sea Star, Sea Urchin, Ghost Shrimp, Shrimp/Prawn, Squid All	Rec open
108	Pacific Sardine	ZS	Commercial Closed
108	Pacific Sardine	ZSF	Communal-Commercial Closed
108	Salmon	Chinook, Chum, Coho, Pink	Rec open

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Area	Subarea	Fishery	Commercial Licence (and licence holders)
7	25	Community Harvest Plan	Heiltsuk non-commercial
7	25	Crab	R
7	25	Sea cucumber	ZD
7	25	Geoduck	G
7	25	Prawn	W (250)
7	25	Red urchin	ZC
7	25	Shrimp Trawl	S (237)
7	26	Crab	R
7	26	Sea cucumber	ZD
7	26	Prawn	W (250)
7	26	Red urchin	ZC
7	26	Shrimp Trawl	S (237)
107	1	Crab	R
107	1	Prawn	W (250)
107	1	Red urchin	ZC
107	1	Shrimp Trawl	S (237)
107	2	Crab	R
107	2	Prawn	W (250)
107	2	Red urchin	ZC
107	2	Shrimp Trawl	S (237)
107	3	Crab	R
107	3	Prawn	W (250)
107	3	Red urchin	ZC
107	3	Shrimp Trawl	S (237)

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Fishery Category	Fishery Name	Present in spill zone?	Distance/ Direction from spill	Notes
Groundfish	Halibut	Yes	<10 Km all directions	
	Halibut Sabelfish Combo	Yes	26km SW	
	Lingcod	Yes	< 5km E, S, W	
	Rockfish Inside	No		
	Rockfish Outside	Yes	<6km W, NW, NE, E, SE	
	Sablefish	Yes	~24km NE; ~46km W	
	Shrimp Trawl	Yes	30km E	
	Sea Cucumber	Yes	<10km E	
	Scallop Trawl	No		
Shellfish	Red Sea Urchin	Yes	5km NW; ~15km NE	
	Octopus	No		Not a fishery anymore - bycatch from other fisheries
	Green Sea Urchin	No	~120km SE	
	Geoduck	Yes	~10km NW/NE/SE	
	Euphausiid	No		
	Prawn	Yes		Data from 2004 - too coarse for distance measurements
	Crab	No	>90 km N	Data from 2004 - too coarse for distance measurements
	Tuna	Yes	>75 km NW/W/SW/S/SE	
Pellagics	Herring - Roe and Test	Yes	N/NE	Data too coarse for proper distance measurements
	Herring - Spawn on Kelp	Yes	N/NE/E/SE	Data too coarse for proper distance measurements
	Herring - Food and Bait and Special Use	Yes	SE	Data too coarse for proper distance measurements
	Sardine	Yes	~46km E; ~56km NE	Current as of 2001-2012
Salmon	Gillnet (Salmon)	Yes	NE/E/SE	Data too coarse for proper distance measurements
	Seine (Salmon)	Yes	NE/E	Data too coarse for proper distance measurements
	Troll (Salmon)	Yes	On top	Data too coarse for proper distance measurements

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Fishery Category	Fishery Name	Present in spill zone?
Groundfish	Halibut	Yes
	Halibut Sabelfish Combo	Yes
	Lingcod	Yes
	Rockfish Inside	No
	Rockfish Outside	Yes
	Sablefish	Yes
Shellfish	Shrimp Trawl	Yes
	Sea Cucumber	Yes
	Scallop Trawl	No
	Red Sea Urchin	Yes
	Octopus	No
	Green Sea Urchin	No
	Geoduck	Yes
	Euphausiid	No
	Prawn	Yes
	Crab	No
Pellagics	Tuna	Yes
	Herring - Roe and Test	Yes
	Herring - Spawn on Kelp	Yes
	Herring - Food and Bait and Spec	Yes
	Sardine	Yes
Salmon	Gillnet (Salmon)	Yes
	Seine (Salmon)	Yes
	Troll (Salmon)	Yes

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Fishery Category	Fishery Name	Present in 50k Buffer?
Groundfish	Halibut	Yes
	Halibut Sabelfish Combo	Yes
	Lingcod	Yes
	Rockfish Inside	No
	Rockfish Outside	Yes
	Sablefish	Yes
Shellfish	Shrimp Trawl	Yes
	Sea Cucumber	Yes
	Scallop Trawl	No
	Red Sea Urchin	Yes
	Octopus	No
	Green Sea Urchin	No
	Geoduck	Yes
	Euphausiid	No
	Prawn	Yes
	Crab	No
Pellagics	Tuna	No
	Herring - Roe and Test	Yes
	Herring - Spawn on Kelp	Yes
	Herring - Food and Bait and Special Use	No
	Sardine	Yes
Salmon	Gillnet (Salmon)	Yes
	Seine (Salmon)	Yes
	Troll (Salmon)	Yes

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Fishery openings/closures information requested for the Jake Shearer event. DFO was notified of the incident on Sunday, November 26th.
Request for fishery openings/closures sent to the following people:
Initial Email sent at 11:23AM (email to Adam Keizer sent at 12:42PM)

Resource Manager	Response Recorded	Response Date	Response Time
Jeff Johansen (Shellfish)	Yes	27/11/2017	11:33AM
Carol Eros (Recreational)	Yes (Terry Charron)	27/11/2017	1:22PM
Jeff Grout (Salmon)	Yes (Shelee Hamilton)	27/11/2017	12:25PM
Raquel Roizman (Salmon)	No (Jeff Grout/Shelee Hamilton responded)		
Brenda Spence (Pelagics)	Yes (Roger Kanno)	27/11/2017	12:08PM
Caroline Wells (Tuna/Sardine)	Yes	27/11/2017	12:16PM
Adam Keizer (Groundfish)	Yes (waiting for details)	27/11/2017	10:31PM

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Re: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #2

2018–March-18
3:48 PM

Subject	**Re: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #2**
From	Lowe, Carmel
To	Herborg, Matthias; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc	Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Sent	2017–November-27 6:28 PM

Thanks Matthias.
Sent from my BlackBerry 10 smartphone on the Rogers network.
From: Herborg, Matthias
Sent: Monday, November 27, 2017 18:25
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #2
Hi

Just to update you on the events of the day, the Jake Shearer and its barge are now in a sheltered bay (Norman Morrison Bay) of Seaforth Channel, being towed their by the Gulf Cajun with the CCG Gordon Reid following close by. The Jake Shearer (the tug not the barge) has reported taking on 1,700 gallons of water on their port bow fuel tank, however there is indication of damage to the hull or fuel tank.

A Transport Canada overflight found no sign of a fuel leak, and the West Coast Marine Response Cooperation is on site and will boom the barge and tug overnight. Transport Canada will inspect the barge tomorrow. Barge owner Harley Marine is continuing to send equipment and personnel.

CCG Environmental Response (CCG ER), who has taken over the command as of 1500 today, is standing up an Incident Command Post at the Port Hardy Fire Hall; CCG is now approaching the incident under ICS framework. Within The Incident Command Post the Environmental Unit is stood up, with the first coordination call tomorrow at 0830hrs.

BC MoE has been actively collecting and collating resource at risk information for Seaforth Channel and Norman Morrison Bay area as precaution, based on Nathan E Stewart incident materials. CCG expects the incident management to run for another 48 – 72 hrs, if all runs smoothly.

The weather is continued to be a major issue with another major storm system coming through the area right now.

Based on this there might be further request for information, depending on further developments. I had a great response from SME's and appreciate everybody's timely and detailed response.

I am attaching the ECCC national Environmental Emergency Center (NEEC) notifications in case you want more details and a bit of a timeline, they are a bit weird, oldest information at the beginning, most recent at the end.

Next update: Tomorrow if anything changes

Thanks for everybody's help

Matthias

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From: Herborg, Matthias
Sent: 2017–November-27 7:30 AM
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: RE: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE # 1

Hi

Just to provide a quick update from this morning, there has been no further pollution report been issued by the Coast Guard so it looks like no spill has occurred at this point.

Based on the information on Emergency BC the Gordon Reid is assisting the Barge and the Coast Guard is setting up an Incident Command Post. The West Coast Marine Response Cooperation is being contacted and deploying its vessels to the staging area. The Provincial Response Officers will be deploying this morning

https://www2.gov.bc.ca/gov/content/environment/air-land-water/spills-environmental-emergencies/spill-incidents/potential-tug-jake-shearer-sw-of-bella-bella

Eric Chiang has reached out to Canadian Coast Guard Environmental Response Unit last night and indicated that we (DFO Oceans and Science) are available.

There is a lot of commenting on twitter #JakeShearer

Based on the twitter feed and the Marine Vessels AIS website a larger tug is approaching the vessel of concern.

I will send you further updates if the situation changes.

Matthias

From: Herborg, Matthias
Sent: 2017–November-26 9:08 PM
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - INITIAL

Hi

Please see below the notification from Coast Guard regarding a fuel barge with 3.4 Million liters adrift of Bella Bella. Three tugs and the Gordon Reid are assisting and no fuel has been spilled so far. I will send an update tomorrow morning.

There is also an article http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713 on the CBC.

As you are probably aware its just over a year after the Nathan E Stewart in the same area, which is still an ongoing issue with the local First nations.

Matthias

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 6:37 PM
To: Brickett, JJ; Alois Schonenberger - A/Victoria HarbourMaster; Barrett, Paul; Brady, Jeff; Gladson, Brandy; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Cunningham, Barry; Elford, Dale; Desrosiers, Jason; ECCC; EMBC - PECC; Environment Canada; PAC Env Incident / Incident Env Pac (DFO/MPO); Evans, Clay; Farrell, Randy; Fehr, Amanda; Girouard, Roger; Goffic,

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Jody; Gordon, Elysha; Grant, Janet; Gray, Scott; Hache, Gabe; Harbour Master Nanaimo; Harbour Master Prince Rupert; Harbour Master Vancouver; Harbour Master Victoria (ZP); Harris, Piper; Henthorne, Colin; Hunt, Cliff; Imbeau, Michelle; Lanthier, Marc; Lastik, Darryl; Leonard, Mike; Lick, Gregory; Main Ops Officer / Agent principal des Ops (DFO/MPO); Martens, Michael; McCann, Timothy; McNish, Joanne; MCTS Prince Rupert Supervisor; MCTS Victoria; Meggison, Joe; Morin, Michel; Murdock, Philip; NASP; Moss, Derek; Navigation Protection Program; NCC / CCN (DFO/MPO); Oliver, Gillian; PAC Radio Room / Salle de radio PAC (DFO/MPO); Pelletier, Mario; Pickrell, Susan; Piper Harris; Prieur, Cloe; Prince Rupert; ROC Planning Officer / agent de planification COR (DFO/MPO); ROC1 / COR1 (DFO/MPO); ROEC Pacific / BRCE Pacifique (DFO/MPO); Sharun, Christina; Smith, Laura; Snow, Carl; Statham, Art; Swift, Greg; TC Marine Safety - Ottawa; TC Marine Safety - Vancouver; TC Pollution Control Aircraft (MART; Thomas, John; Transport Safety Board - Pacifgic; Verret, Gilles; Walker, Matthew; Ward, Kelly; Webb, Nathan; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Williams, Susan; Wong, Helen; Wootton, Brian; Yager, Tyler
Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

GENERAL INFORMATION-
POLLUTION REPORT

DATE/TIME OF REPORT:	2017-11-26 1509 PDT
DATE/TIME OF SPILL:	POTENTIAL
REPORTING PARTY/CONTACT INFO:	COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE

SITUATION DETAILS

LOCATION/POSITION :	51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC	
TYPE OF POLLUTANT:	POTENTIAL	
QUANTITY:	3.4 MILLION LITERS	COLOUR /ODOUR :
ORIGIN:	JAKE SHEARER BARGE	
WEATHER CONDITIONS:	S-SW 40 KNOTS	
ADDITIONAL INFORMATION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER	

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	WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.

VESSEL INFORMATION (IF APPLICABLE)

VESSEL NAME:	JAKE SHEARER
CALL SIGN AND MMSI:	MMSI 367677120
OVERALL LENGTH (LOA) :	34 METERS
VESSEL TYPE:	PUSH TUG
OWNER/AGENT/FLAG:	
ADDITIONAL INFORMATION:	BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)

CCG-W ER DUTY OFFICER	2017-11-26 JG
TC MARINE SAFETY - VANCOUVER (ONLY IF A VESSEL IS INVOLVED)	2017-11-26 Click here to enter text.
VANCOUVER HM (ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)	Click here to enter a date. Click here to enter text.
Area MCTS Centre	Click here to enter a date. Click here to enter text.
DFO PUBLIC AFFAIRS (NEWS POTENTIAL ONLY)	Click here to enter a date. Click here to enter text.
ROC OFFICER:	SO

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CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne

Canada

s.16(2)

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RE: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening

2018-March-18
3:48 PM

Subject	**RE: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening**
From	Chiang, Eric
To	Rogers, Juanita
Sent	2017-November-27 5:39 PM

Yes you're right. Jeff corrected me as well. I keep thinking Jake Shearer as the barge. I'm writing an update.. Thanks
Eric

From: Rogers, Juanita
Sent: 2017-November-27 5:37 PM
To: Chiang, Eric
Subject: RE: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening

Hi Eric – our read of Update 6 from NEEC is that the tug, not the barge, has the water issue?

UPDATE 6 RECEIVED AT NEEC CALL CENTER AT 18H26 NOVEMBER 27, 2017. AW

- The Jake Shearer has reported taking on 1,700 gallons of water on their port bow fuel tank, however there is indication of damage to the hull or fuel tank. Coast Guard and
- ENV are working with the responsible party to better understand the situation.
- There are no visible signs of a release of fuel from either the Jake Shearer or the fuel barge now under tow by the Gulf Cajun.

Juanita
(T) 250-756-7268 (C) [redacted]

From: Chiang, Eric
Sent: November-27-17 5:26 PM
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings, Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
Subject: RE: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening

Additional update for this evening:

- Barge will be resting in Norman Morrison Bay. So far there had been no additional problems in towing.
- Barge will undergo TC inspection before being released.
- Barge owner Harley Marine is continuing to send equipment and personnel. WCMRC plans to circle boom the barge tonight as well.
- There is a report of barge taking on 1700 gallons of water and damaged fuel tank, however it appears to be NOT CAUSING any pollution.
- CCG Environmental Response (CCG ER), who has taken over the command as of 1500 today, is standing up ICP at the Port Hardy Fire Hall; CCG is now approaching the

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incident under ICS framework.
- Environmental Unit (EU)
  - EU is being stood up, first conference call tomorrow 0830.
  - *As a result – all Subject Matter Experts /SMEs: please continue to be alert for additional engagements should anything come up.
  - ECCC has decided not to stand up Science Table.
  - BC MoE has been actively collecting and collating resource at risk information for Seaforth Channel and Norman Morrison Bay area as precaution, based on Nathan E Stewart incident materials.
- CCG expects the incident management to run for another 48 – 72 hrs, if all runs smoothly.

Next update: Tomorrow on as needed basis.

Thanks
Eric

From: Chiang, Eric
Sent: 2017–November-27 2:19 PM
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings, Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
Subject: FW: Jake Shearer Incident Brief #4

FYI on latest update from CCG.

Note:
- Barge is now under tow, making its way north, then NE through Sea Forth Channel to Norman Morrison Bay. ETA 1700.
- No pollution detected so far
- CCG Environmental Response and WCMRC assets are still being mobilized toward the site.
- Overall risk is now diminishing but we are not completely out of the woods yet. CCG has asked us to stay standing by.
- Next update: after 1700 today.

Thanks
Eric

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 1:49 PM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; CCGS Bartlett - Commanding Officer; CCGS Bartlett; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO); Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: Jake Shearer Incident Brief #4

Please find Jake Shearer Incident Brief #4 Attached

No information has been removed or severed from this page

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RE: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening

2018–March-18
3:48 PM

Subject	**RE: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening**
From	Chiang, Eric
To	Johansen, Jeff
Sent	2017–November-27 5:37 PM

Thanks for the clarification. I keep thinking Jake Shearer as the barge.
Eric

From: Johansen, Jeff
Sent: 2017–November-27 5:32 PM
To: Chiang, Eric
Subject: Re: Jake Shearer Incident Update to internal DFO staff, Nov 27 evening

Thanks Eric. One minor point. If you look at the latest update it is the tug, Jake Shearer, that is taking on water in one of its fuel tanks, not the barge. Jeff

From: Chiang, Eric
Sent: Monday, November 27, 2017 08:25 PM Eastern Standard Time
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings, Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
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- Environmental Unit (EU)
    - EU is being stood up, first conference call tomorrow 0830.
    - *As a result – all Subject Matter Experts /SMEs: please continue to be alert for additional engagements should anything come up.
    - ECCC has decided not to stand up Science Table.
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smoothly.

Next update: Tomorrow on as needed basis.

Thanks
Eric

From: Chiang, Eric
Sent: 2017–November-27 2:19 PM
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings, Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
Subject: FW: Jake Shearer Incident Brief #4

FYI on latest update from CCG.

Note:

- Barge is now under tow, making its way north, then NE through Sea Forth Channel to Norman Morrison Bay. ETA 1700.
- No pollution detected so far
- CCG Environmental Response and WCMRC assets are still being mobilized toward the site.
- Overall risk is now diminishing but we are not completely out of the woods yet. CCG has asked us to stay standing by.
- Next update: after 1700 today.

Thanks
Eric

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 1:49 PM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; CCGS Bartlett - Commanding Officer; CCGS Bartlett; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO); Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: Jake Shearer Incident Brief #4

Please find Jake Shearer Incident Brief #4 Attached

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DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

s.16(2)
s.19(1)

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TELE CONFERENCE - JAKE SHEARER REQUEST ATTENDANCE AT 1600 PDT, NOV. 27

2018-March-18
3:48 PM

Subject	**TELE CONFERENCE - JAKE SHEARER REQUEST ATTENDANCE AT 1600 PDT, NOV. 27**
Date and Location	2017-November-27 4:00 PM - 4:30 PM
Attendees	ROC1 / COR1 (DFO/MPO); Wootton, Brian; Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody; Imbeau, Michelle; JRCC Victoria / CCCS Victoria (DFO/MPO); [redacted] NCC / CCN (DFO/MPO); Admin_NCC / Admin_CCN (DFO/MPO); Ivany, Gary; Israr Waheed; Girouard, Roger; De Rainville, David; Bate, Dan; 'rod.pick@rcmp-grc.gc.ca'; 'Whitelaw, Tywana'; Girouard, Louise; 'CCGS Gordon Reid (ReidWH@grd.ccgs-ngcc.gc.ca)'; Chiang, Eric; 'CCGS Bartlett'; Statham, Art; 'CCGS-NGCC, GordonReid Chief Officer'; [redacted]com; Cottrell, Paul; Sanderson, Leslie
Message	You are requested to attend a teleconference at 1600 PDT, November 27, 2017 regarding the 'Jake Shearer.' Please dial 1-877-413-4781 and use conference ID [redacted] when prompted. Please respond to this email to confirm you are able to attend.

Link to Outlook item

Notes

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FW: Jake Shearer Incident Brief #4

2018-March-18
3:48 PM

Subject	**FW: Jake Shearer Incident Brief #4**
From	Chiang, Eric
To	Linda Pillsworth; Gethsemane Luttrell
Sent	2017-November-27 2:58 PM
Attachments	 Jake Shearer Incident Br...

Attachment provided elsewhere

FYI

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017-November-27 1:49 PM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; CCGS Bartlett - Commanding Officer; CCGS Bartlett; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO); Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: Jake Shearer Incident Brief #4

Please find Jake Shearer Incident Brief #4 Attached

REGIONAL OPERATIONS CENTRE - WESTERN
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RE: Common Operation Picture

2018–March-18
3:48 PM

Subject	**RE: Common Operation Picture**
From	Benoy, Nicholas
To	Chiang, Eric; Daradics, Anya; Herborg, Matthias
Sent	2017–November-27 2:49 PM

I don't see why we can't share this with the department. If this wasn't meant to be public, they would have included a login screen.

From: Chiang, Eric
Sent: November-27-17 2:48 PM
To: Benoy, Nicholas; Daradics, Anya; Herborg, Matthias
Subject: RE: Common Operation Picture

Can you find out if this is something that is public and we can share with everyone in the department?

Thanks,
Eric

From: Benoy, Nicholas
Sent: 2017–November-27 2:14 PM
To: Chiang, Eric; Daradics, Anya; Herborg, Matthias
Subject: Common Operation Picture

Hi everybody,

In case you don't have it bookmarked already, the following link will take you to DFO Common Operation Picture web mapping tool: https://cop-poc.dfo-mpo.ca/

It has a live AIS feed, and seems to be properly reporting the location of the Jake Shearer as of one minute ago.

Cheers,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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RE: Jake Shearer Incident Brief #4

2018-March-18
3:48 PM

Subject	**RE: Jake Shearer Incident Brief #4**
From	Nichol, Linda
To	Chiang, Eric
Sent	2017-November-27 2:31 PM

FYI, although I am not sure of the route taken from Goose Group to Milbanke Sound – ie how far out they went. I think the barge albeit secured but still in terrible weather conditions, to a tug travelled potentially as close as 10nm and in some placed 5 nms of a further 700 sea otters that occupy the area from the Goose Group up to the entrance to Milbanke Sound!
Linda

From: Chiang, Eric
Sent: November-27-17 2:19 PM
To: Herborg, Matthias; Payne, Brigid; Rogers, Juanita; Johansen, Jeff; Cauffope, Genevieve; O'Grady, Liane
Cc: Benoy, Nicholas; Daradics, Anya; Jones, Lisa Ann; Davis, Neil; Cottrell, Paul; Eros, Carole; Roizman, Raquel; Nichol, Linda; Spaven, Lisa; Wells, Caroline; Nichol, Linda; Majewski, Sheena; Herborg, Matthias; Greene, Annely; Ridings, Pauline; Groves, Steven; Clark, Dan; Gordon, Elysha; Wylie, Erin; Hamilton, Shelee; Sanderson, Leslie; Carlson, Mike; Grout, Jeff
Subject: FW: Jake Shearer Incident Brief #4

FYI on latest update from CCG.

Note:

- Barge is now under tow, making its way north, then NE through Sea Forth Channel to Norman Morrison Bay. ETA 1700.
- No pollution detected so far
- CCG Environmental Response and WCMRC assets are still being mobilized toward the site.
- Overall risk is now diminishing but we are not completely out of the woods yet. CCG has asked us to stay standing by.
- Next update: after 1700 today.

Thanks
Eric

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017-November-27 1:49 PM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; CCGS Bartlett - Commanding Officer; CCGS Bartlett; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO); Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: Jake Shearer Incident Brief #4

Please find Jake Shearer Incident Brief #4 Attached

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

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RE: ATB Jakes Shearer Incident - Fishery List

2018–March-18
3:48 PM

Subject	**RE: ATB Jakes Shearer Incident - Fishery List**
From	Herborg, Matthias
To	Benoy, Nicholas; Chiang, Eric
Cc	Daradics, Anya
Sent	2017–November-27 1:43 PM

Any data we can get will help in my opinion.

Matthias

From: Benoy, Nicholas
Sent: 2017–November-27 1:36 PM
To: Chiang, Eric
Cc: Daradics, Anya; Herborg, Matthias
Subject: FW: ATB Jakes Shearer Incident - Fishery List

I forgot to mention that this is for commercial fisheries. I can do a similar list for recreational fisheries using the data we received last week from the CRM contract.

Cheers,

Nick

From: Benoy, Nicholas
Sent: November-27-17 1:21 PM
To: Chiang, Eric
Cc: Daradics, Anya; Herborg, Matthias
Subject: ATB Jakes Shearer Incident - Fishery List

Hi Eric,

I have attached a list of the fisheries operating in the vicinity of the Jakes Shearer incident. I am still waiting to hear back from the resource managers about fishery openings/closures/notices, and I am about to start putting together maps with Oceans' other layers of interest. I'll send those to you as soon as I finish.

Cheers,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Fishery Category	Fishery Name	Present in spill zone?	Distance/ Direction from spill	Notes
Groundfish	Halibut	Yes	<5 Km	
	Halibut Sabelfish Combo	Yes	~30km NW, SW, S	
	Lingcod	Yes	< 5km	
	Rockfish Inside	Yes	~110km SE	
	Rockfish Outside	Yes	<1km	
	Sablefish	Yes	~40km SW	
	Unspecified Trawl	Yes	<25km E, S, SW, W	
	Shrimp Trawl	Yes	~17km E	
	Sea Cucumber	Yes	~20km NE	
	Scallop Trawl	No		
	Red Sea Urchin	Yes	17km E	
Shellfish	Octopus	No	~110km SE	Not a fishery anymore - bycatch from other fisheries
	Green Sea Urchin	No	~120km SE	
	Geoduck	Yes	~17km NE, E, SE	
	Euphausiid	No		
	Prawn	Yes	<5km	Data from 2004
	Crab	No	~130Km N	Data from 2004
	Tuna	Yes	~40-45km W, SW, S, SE	
Pellagics	Herring - Roe and Test	Yes	N/NE	Data too coarse for proper distance measurements
	Herring - Spawn on Kelp	Yes	N/NE/E/SE	Data too coarse for proper distance measurements
	Herring - Food and Bait and Special Use	Yes	SE	Data too coarse for proper distance measurements
	Sardine	Yes	30+ Km NE/E/SE	Current as of 2001-2012
Salmon	Gillnet (Salmon)	Yes	NE/E/SE	Data too coarse for proper distance measurements
	Seine (Salmon)	Yes	NE/E	Data too coarse for proper distance measurements
	Troll (Salmon)	Yes	On top	Data too coarse for proper distance measurements

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Chiang, Eric

From: Herborg, Matthias
Sent: 2017–November-27 8:54 AM
To: Chiang, Eric
Cc: Stuyt, Shannon
Subject: RE: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer

Hi Eric

Thanks for forwarding this, I am pulling GIS layers together just in case, good practise anyways.

Is Nick pulling the fishing info together?

Matthias

From: Chiang, Eric
Sent: 2017–November-27 7:50 AM
To: Herborg, Matthias
Cc: Stuyt, Shannon
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

FYI on trajectory models.
Eric

From: Brady, Jeff
Sent: Monday, November 27, 2017 7:47 AM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Wootton, Brian; Murdock, Philip
Cc: McNish, Joanne; NCC / CCN (DFO/MPO); Raymond, Chris (EC/EC) (chris.raymond@canada.ca); Chiang, Eric
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer

Attached are media files for a MASS release, if it occurred.

Please be careful when interpreting this, as it is a worst case scenario (Instantaneous release of all oils). It is much more realistic to have a slow release over 72hs, which has also been requested.

As well, the grey show where oil was, not is.

WMV file is a video.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale

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Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

From: CNUE / NEEC (EC) [mailto:ec.cnue-neec.ec@canada.ca]
Sent: November-27-17 7:39 AM
To: Martens, Michael
Cc: Brady, Jeff
Subject: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Hi Mike,

Here are the trajectory model for diesel (24h) and the mass balance for the diesel and gasoline.

Please let me know if there are any problems with the attachments and if we can do anything else to support this response.

Thanks

Thierry

Cell: [redacted]

Thierry Mezzana

Agent principal, Préparation et intervention, Centre national des urgences environnementales (CNUE)
Direction des activités de protection de l'environnement / Environnement et Changement climatique Canada / Gouvernement du Canada
thierry.mezzana@canada.ca / Tél. : 514-496-8583 / Cell : [redacted] / Urgences 24/7 : 1-866-283-2333

Senior Officer, Preparedness and Response, National Environmental Emergencies Centre (NEEC)
Environmental Protection Operations Directorate / Environment and Climate Change Canada / Government of Canada
thierry.mezzana@canada.ca / Tel: 514-496-8583 / Cell : [redacted] Emergencies 24/7 : 1-866-283-2333

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Fw: CCG update to current ER Situation

2018-March-18
3:48 PM

Subject	**Fw: CCG update to current ER Situation**
From	Chiang, Eric
To	Herborg, Matthias
Sent	2017-November-27 12:54 PM
Attachments	Jake Shearer Incident Br...

Attachments provided elsewhere

Fyi I had a phone conversation with Rhiann just now. Decided that we will not be sending rep to Port Hardy ICP for now, given that the barge is undertow but not completely secured. ETA to calm waters is 1700 today.
Sent from my BlackBerry 10 smartphone on the Rogers network.
From: ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 12:40 PM
To: Chiang, Eric; Cottrell, Paul; Sanderson, Leslie
Subject: CCG update to current ER Situation
Good Afternoon.

We thought we would keep you in the loop as to the current situation in the Goose Group.

I have attached our latest info deck, so you can have a quick look at that.

- There is NO POLLUTION at this time. The tug and barge were never any shallower than 200' of water.
- The Barge is currently under tow by another tug, and bound for Seaforth channel and Norman Morrison Bay. There they will re assess, re secure and stand by for further direction.
- This is still under the direction of JRCC and SAR, but the ROC has stood up a level 2 EOC. We have tasked ships loaded with ER equipment to the area.
- WE are in the process of setting up an ICP in Port Hardy. IF you wish to join us at the ROC in Victoria or ICP in Port Hardy, please advise.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

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pages 729 to / à 741

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RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

2018-March-18
3:49 PM

Subject	**RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer**
From	Hamilton, Shelee
To	Benoy, Nicholas; Grout, Jeff
Cc	Chiang, Eric; Daradics, Anya; Eros, Carole; Roizman, Raquel; Spence, Brenda; Wells, Caroline; Johansen, Jeff
Sent	2017-November-27 12:41 PM

Thanks for clarifying. The commercial salmon fisheries in those Areas have been closed since the end of August, and aren't likely to occur again until next year.
Sincerely,
Shelee

From: Benoy, Nicholas
Sent: November-27-17 12:31 PM
To: Hamilton, Shelee; Grout, Jeff
Cc: Chiang, Eric; Daradics, Anya; Eros, Carole; Roizman, Raquel; Spence, Brenda; Wells, Caroline; Johansen, Jeff
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Shelee,

We would like this done for Areas 107, 108, 7, and 8 for Sunday, November 26th until Sunday, December 3rd. I will let you know if we need a longer time frame.

Thank you,

Nick

From: Hamilton, Shelee
Sent: November-27-17 12:29 PM
To: Grout, Jeff
Cc: Chiang, Eric; Daradics, Anya; Benoy, Nicholas; Eros, Carole; Roizman, Raquel; Spence, Brenda; Wells, Caroline; Johansen, Jeff
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Jeff and Nicholas,
I could run a report for the salmon openings. What area(s) and timeframes would you like it for?
Sincerely,
Shelee Hamilton

Program Head, Salmon Data Unit, Science Branch
Fisheries and Oceans Canada / Government of Canada
Shelee.Hamilton@dfo-mpo.gc.ca / Tel: 250-756-7279

Chef du programme, Unité des données sur le saumon, Branche des Sciences
Pêches et Océans Canada / Gouvernement du Canada
Shelee.Hamilton@dfo-mpo.gc.ca / Tél: 250-756-7279

From: Grout, Jeff
Sent: November-27-17 12:25 PM
To: Hamilton, Shelee
Cc: Chiang, Eric; Daradics, Anya; Benoy, Nicholas; Eros, Carole; Roizman, Raquel; Spence, Brenda;

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Wells, Caroline; Johansen, Jeff
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Shelee, is this request something you could run as a report from FOS for all fisheries? If not, can it be done for some? Thanks, Jeff

From: Benoy, Nicholas
Sent: 2017–November-27 11:23 AM
To: Eros, Carole; Grout, Jeff; Roizman, Raquel; Spence, Brenda; Wells, Caroline; Johansen, Jeff
Cc: Chiang, Eric; Daradics, Anya
Subject: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer
Importance: High

Hello,

My name is Nicholas Benoy, and I am a GIS Analyst with the Oceans Program based out of Vancouver. My work primarily involves Regional Response Planning. This morning, I was notified of a potential incident involving the ATB Jakes Shearer. On Sunday, the vessel was struck by a rogue wave and became completely disconnected from a laden fuel barge. CCG is on the scene, and WCMRC spill response boats are standing by. With that said, there is the potential for 3.4 million litres of diesel to leak into the marine environment, so we are preparing to stand up in the ICS if it comes to that.

We are currently collecting as much information about the area as possible. At this point, we are looking for an up to date list of fishery openings, closures, and other variation notices for your respective fisheries. The Jakes Shearer is currently sitting at 51.842111N, 128.545583W, which is in Area 107. However, if the diesel on board was to spill, it could potentially impact Areas 7, 8, and 108. ECCC is preparing to send me the tradjectory model shapefile, so I will update the list of potentially affected areas once I have the data.

In the meantime, is it possible for you to provide us with a list of openings, closures, and variation notices for your respective fisheries? If you have any questions about the incident itself, please contact Eric Chiang, our RRP Program Officer.

Thank you for the help.

Regards,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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RE: DFO update on ramp up actions - Jake Shearer

2018-March-18
3:49 PM

Subject	**RE: DFO update on ramp up actions - Jake Shearer**
From	Cauffope, Genevieve
To	Chiang, Eric
Cc	Carlson, Mike
Sent	2017-November-27 12:30 PM

Hi Eric,
Could you please also include Mike Carlson in any other communication being fanned out.
Thank you
Gen

Geneviève Cauffopé

Acting Senior Compliance Officer, Oceans Protection Plan, Conservation and Protection
Fisheries and Oceans Canada/ Government of Canada
Genevieve.Cauffope@dfo-mpo.gc.ca / **Tel: 604-666-0588**
Cell : [redacted]
Agente principale par intérim, plan de protection des océans, Conservation et Protection
Pêches et Océans Canada/ Gouvernement du Canada
Genevieve.Cauffope@dfo-mpo.gc.ca / **Tél.: 604-666-0588**
Cellulaire : [redacted]

From: Chiang, Eric
Sent: November-27-17 10:55 AM
To: Antcliffe, Bonnie; Payne, Brigid; O'Grady, Liane
Cc: Herborg, Matthias; Cottrell, Paul; Rogers, Juanita; Johansen, Jeff; Davis, Neil; Cauffope, Genevieve
Subject: RE: DFO update on ramp up actions - Jake Shearer

Hi All,
Here's the overall ramp up actions on the operational level that's taking place so far.

- Baseline condition:
  - Fuel laden barge lost tow line with the tug Jake Shearer, currently anchored off Goose Island group
  - https://www.marinetraffic.com/en/ais/home/centerx:-128.586/centery:51.870/zoom:12
  - The anchored location is very close to reefs just south of the Goose Island group (see map under Satellite layer turned on).
  - CCG has vessel on scene and another heavy tug is on scene as well rendering assistance.
  - Weather: there appears to be a window right now but seas is expected to worsen later today and this evening.
- CCG is now suggesting us (DFO Oceans EEC & Science EEC) to look into travel options to Port Hardy, in line with other precautionary preparatory actions they are taking – e.g. begin moving assets to Port Hardy, closer to the scene.
  - Eric and Matthias are now planning travel actions just in case. I recommend both of us attending the site if advised by CCG, given that 1) Potential scale of incident and 2) potential multiple highly sensitive issues (e.g. sea otters / fisheries / marine environmental protection etc.)
- Fisheries Management

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    - CSSP linkage established. Juanita is monitoring the situation with other CSSP partners. The CSSP Coordinator is awaiting assessment and advice from ECCC Marine Water Quality Program as needed.
    - Other invert fishery information is being gathered. (finished soon?)
    - Other potential fisheries information (e.g. fin fish / ground fish etc.) not engaged so far – We will be working on that.
    - Marine mammal
        - ***high sensitivity*** Sea otters / Stellar Sea Lions
        - ~100 sea otters / pups in the area, as indicated by Science (Linda Nichols)
        - Paul Cottrell's group is mobilizing staff and hardware, getting ready to travel. Science MM specialists are being engaged too.
        - Vancouver Aquarium Marine Mammal Rescue Centre *is alerted*.
            - DFO has put forward the option of engaging Vancouver Aquarium staff / hardware as contracted response resource for CCG. We are awaiting CCG confirmation.
            - The option includes starting to move Vancouver Aquarium assets to Port Hardy – closer to the scene.
- Spatial data and ecosystem information gathering:
    - Science (Matthias) is gathering ecosystem sensitivities information
    - Oceans RRP group is gathering fishery information
- ECCC NEEC engagement
    - Trajectory modeling has been produced based on worst case scenario. NEEC will continue to support CCG as needed.
    - No other NEEC action intersecting with DFO yet. (but I bet they are in constant contact with CCG ER...)
- DFO alerted sector: Area / Oceans / Science / FM / C&P. Messaging: Be alert and stand by.
- Externally DFO is also linking up with FNHA.
- In summary, DFO prep actions are happening right now in line with CCG's operational stance – precautionary.
    - Oceans and Science are working together on this.
    - We're in constant contact with CCG.

Hope that above helps..

Eric

Eric Chiang

Senior Officer

Regional Response Planning

Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel [redacted]

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FW: Request for modelling_Barge archored_Goose Island, BC

2018-March-18
3:49 PM

Subject	**FW: Request for modelling_Barge archored_Goose Island, BC**
From	Chiang, Eric
To	Linda Pillsworth; Gethsemane Luttrell
Sent	2017-November-27 11:24 AM
Attachments	ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJAKESHEARER_500...

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ATBJAKESHE
ARER_500...

2nd modeling effort.
I'll send you first one too.

From: Mezzana, Thierry (EC) [mailto:thierry.mezzana@canada.ca]
Sent: November-27-17 11:08 AM
To: Benoy, Nicholas; Herborg, Matthias; Raymond, Chris (EC); Chiang, Eric
Subject: Request for modelling_Barge archored_Goose Island, BC

Hi Eric,

FYI. New trajectory model for a continuous release for 72 hours. I'll send you the shapefiles as soon as I get it.

Thanks

Thierry

From: CNUE / NEEC (EC)

Sent: Monday, November 27, 2017 2:04:17 PM (UTC-05:00) Eastern Time (US & Canada)

To: Fehr, Amanda (Amanda.Fehr@dfo-mpo.gc.ca)

Cc: Brady, Jeff (Jeff.Brady@dfo-mpo.gc.ca); CNUE / NEEC (EC)

Subject: Request for modelling_Barge archored_Goose Island, BC

Hi Amanda,

As requested, please find attached the files for the modeling.

Modelling results for Diesel are attached. It is assumed that gasoline would have the same trajectory than diesel. Trajectory snapshots are every 6 hours. As discussed, this is a continuous release over 72 hours. You can also find attached the mass balance for diesel and gasoline.

The model is based on available information and current assumption. Weather forecast is an important element in modelling. If the forecast change the model can show a different trajectory. The model may need to be modified as situation evolved.

Please review and contact me for any questions.

I'll send you the sensitivities map very shortly.

Thanks

Thierry [redacted]

Thierry Mezzana

Agent principal, Préparation et intervention, Centre national des urgences environnementales

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(CNUE)
Direction des activités de protection de l'environnement / Environnement et Changement climatique Canada / Gouvernement du Canada
thierry.mezzana@canada.ca / Tél. : 514-496-8583 / Cell : [redacted] Urgences 24/7 : 1-866-283-2333

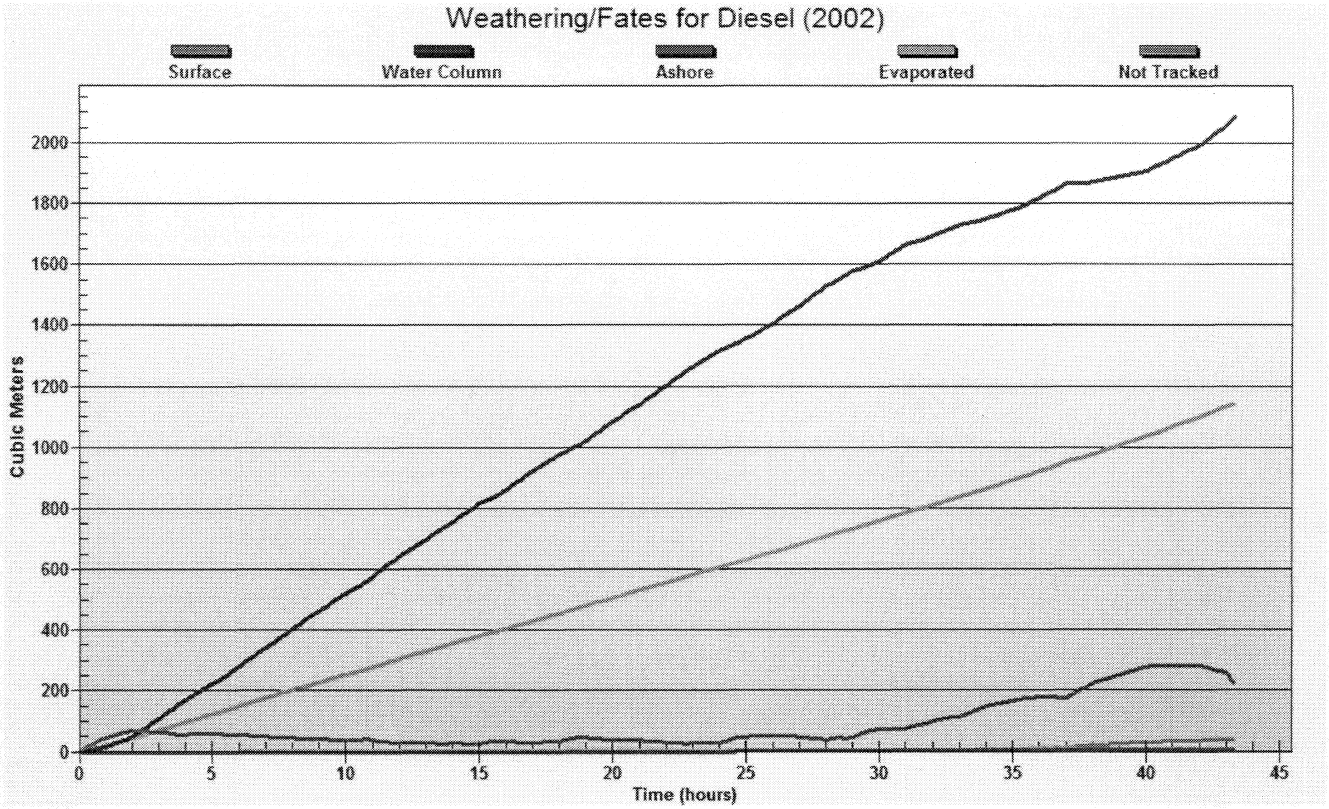
Senior Officer, Preparedness and Response, National Environmental Emergencies Centre (NEEC)
Environmental Protection Operations Directorate / Environment and Climate Change Canada / Government of Canada
thierry.mezzana@canada.ca / Tel: 514-496-8583 / Cell : [redacted] Emergencies 24/7 : 1-866-283-2333

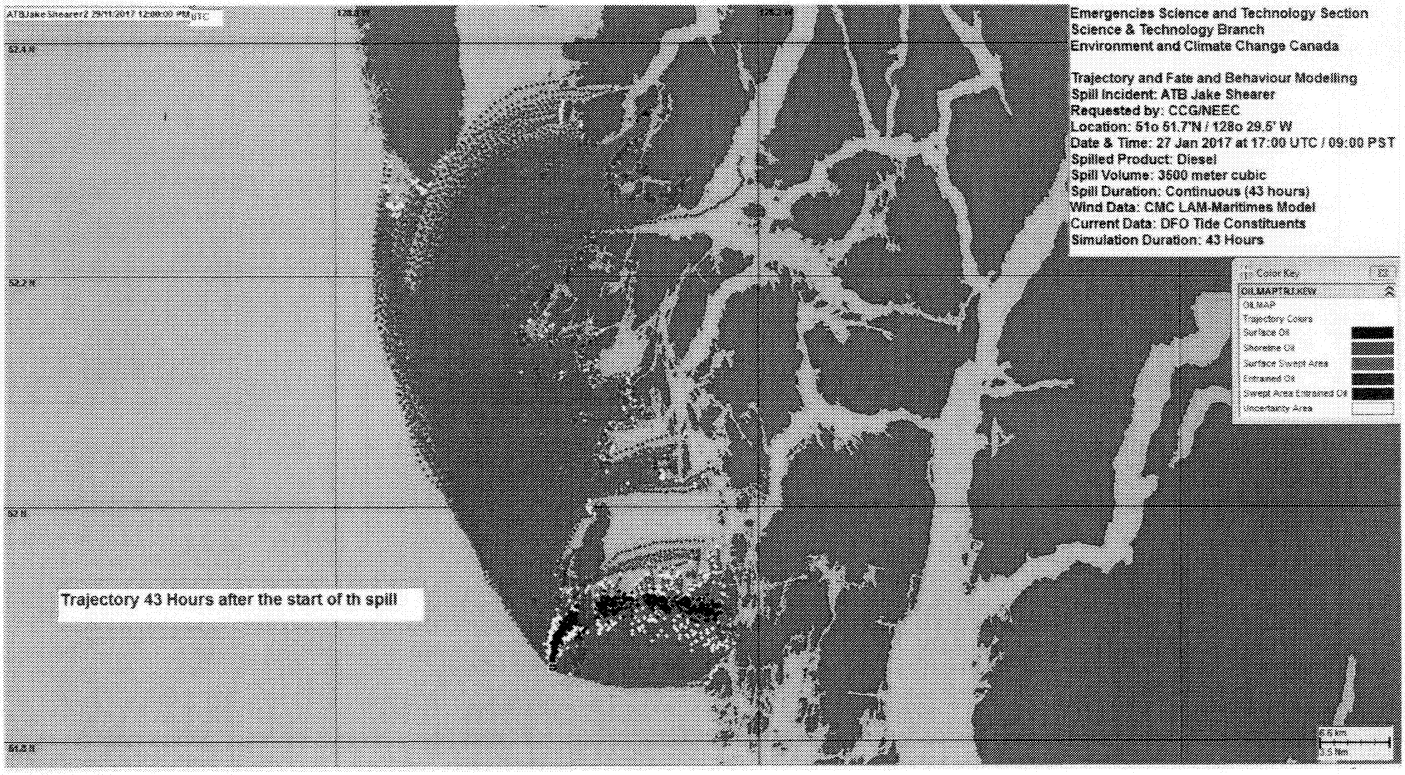
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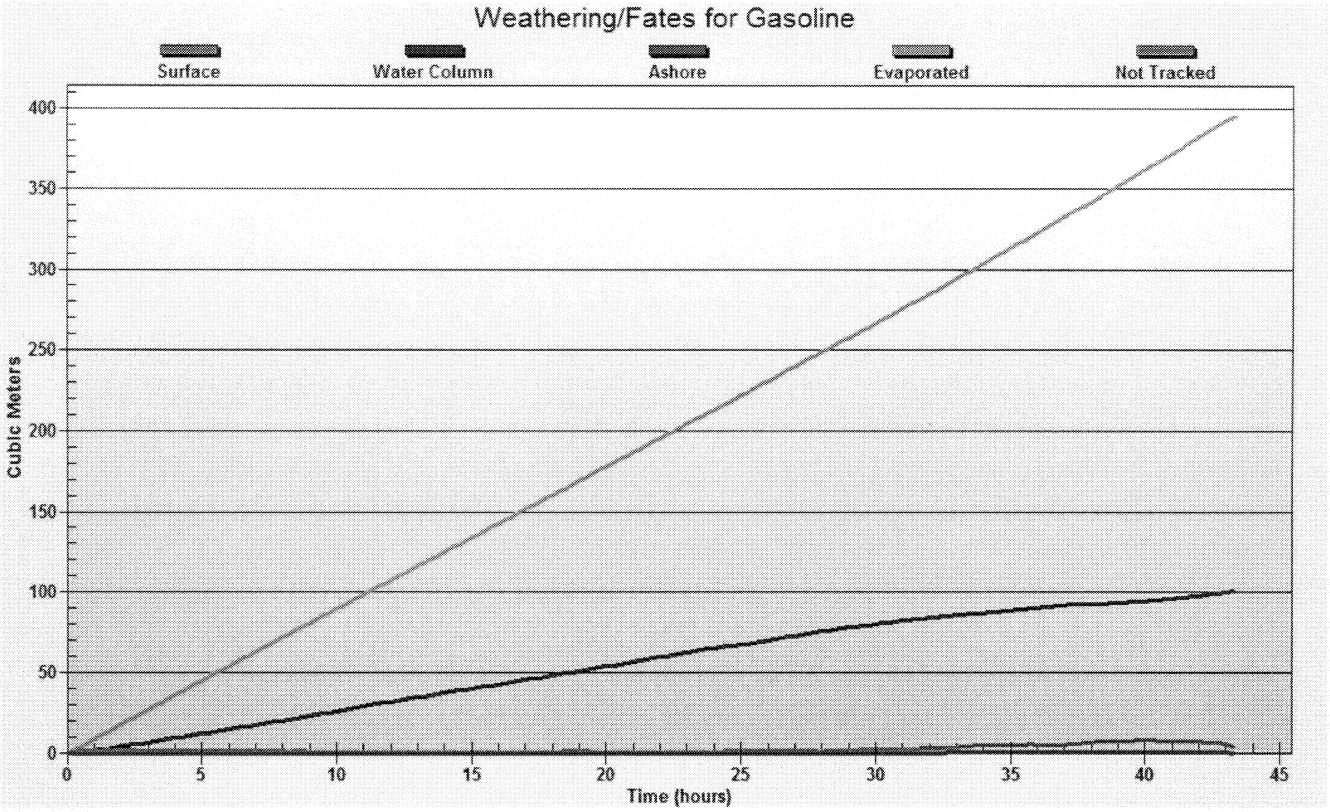
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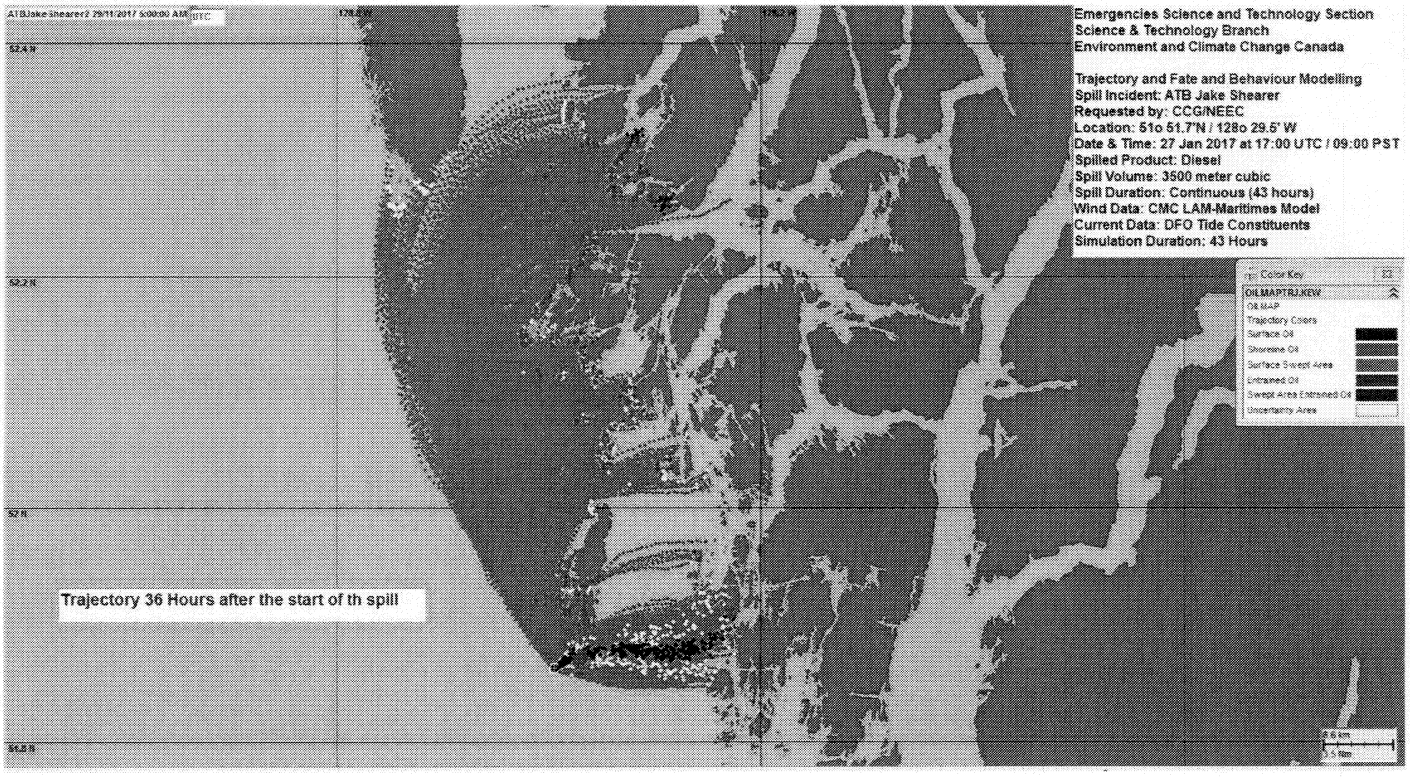
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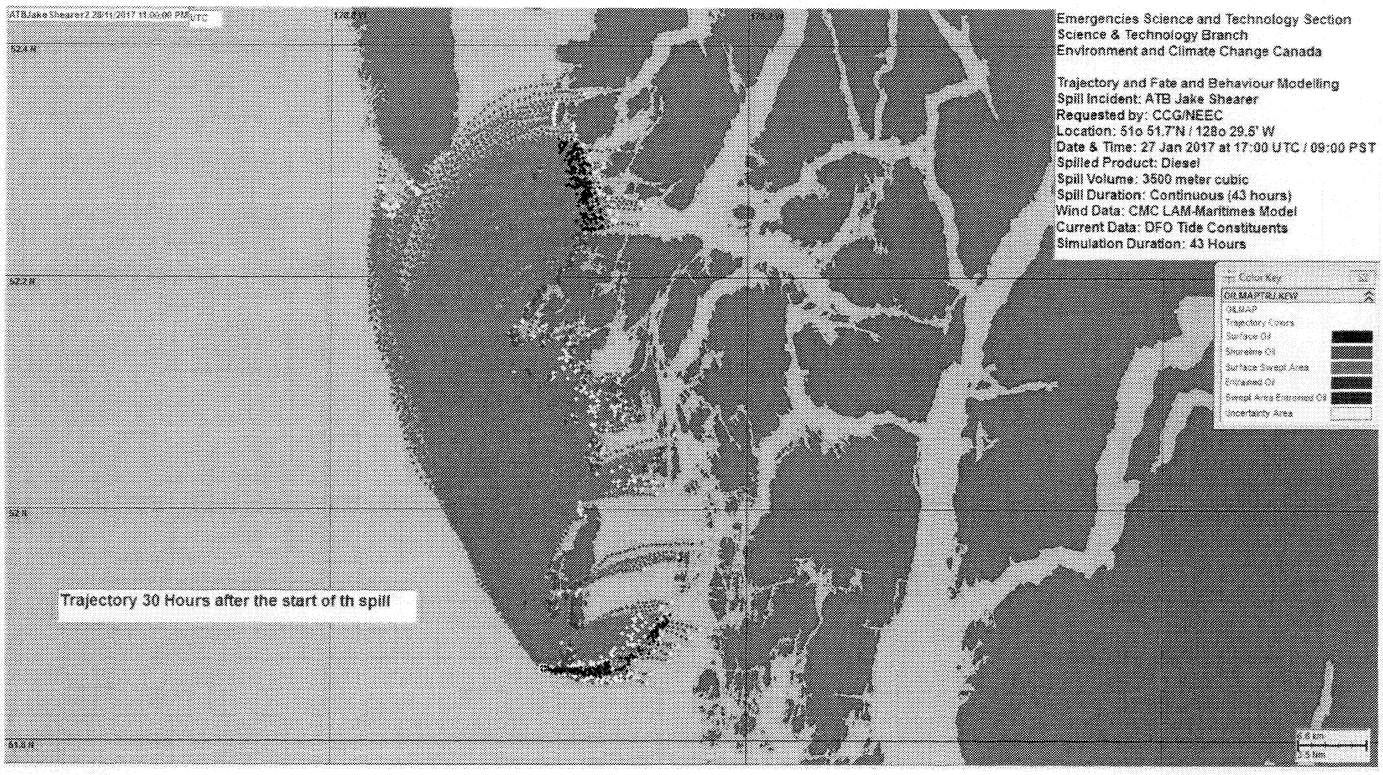


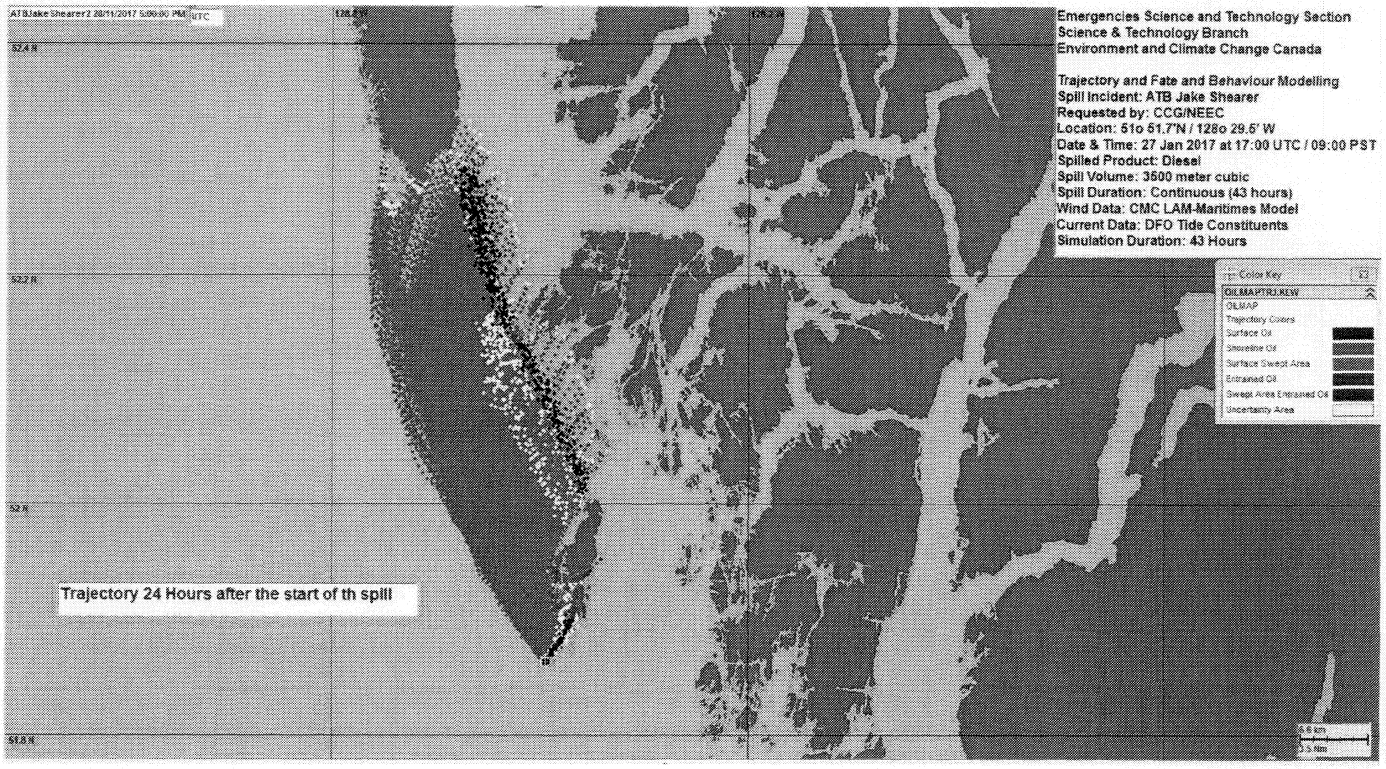
Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.



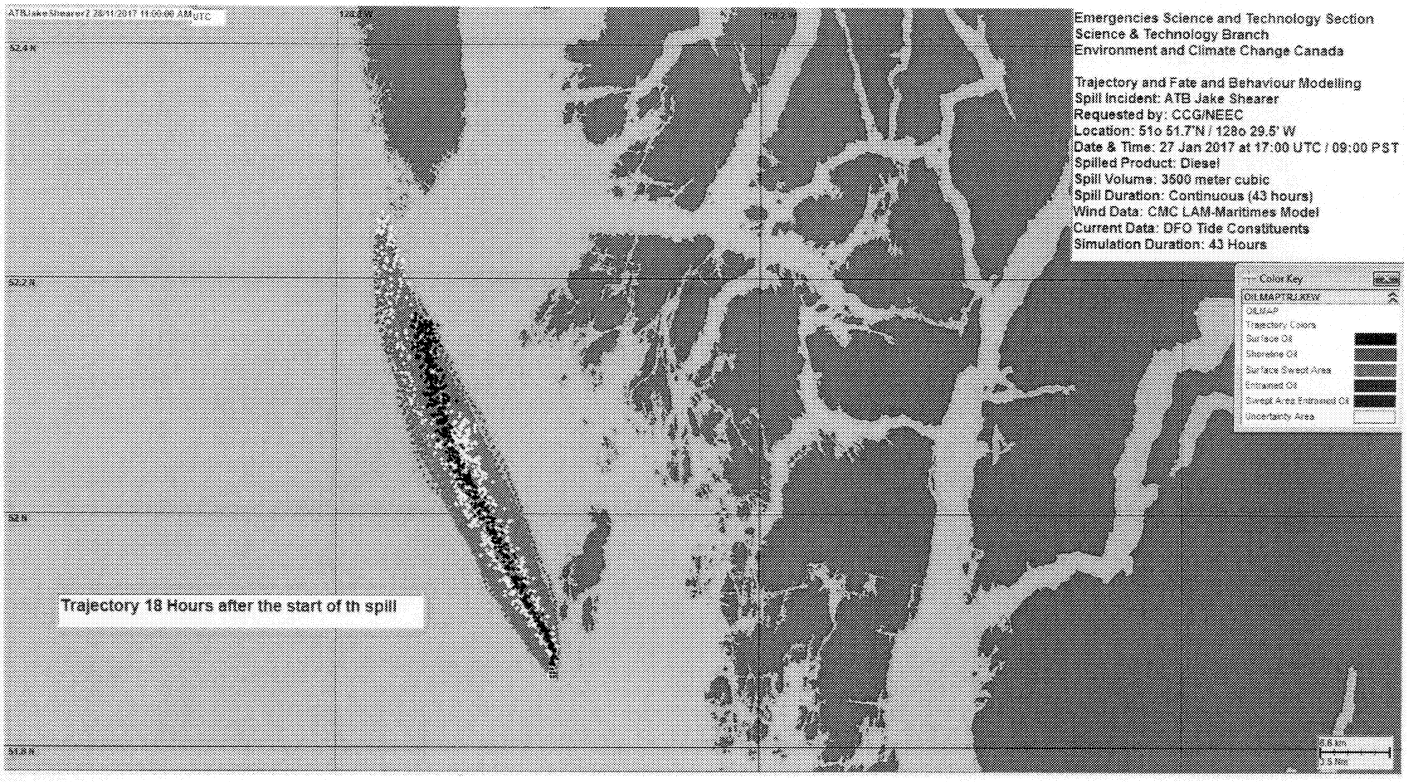


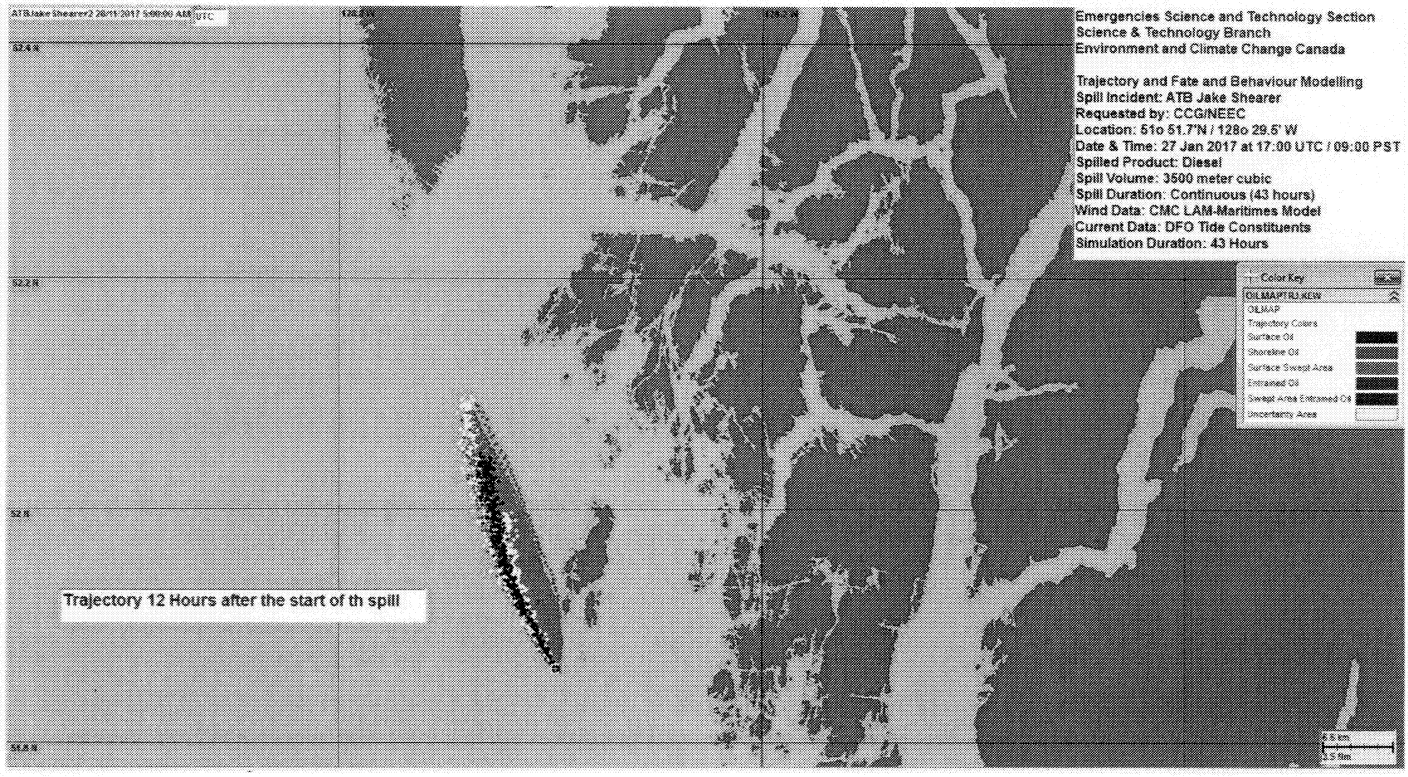
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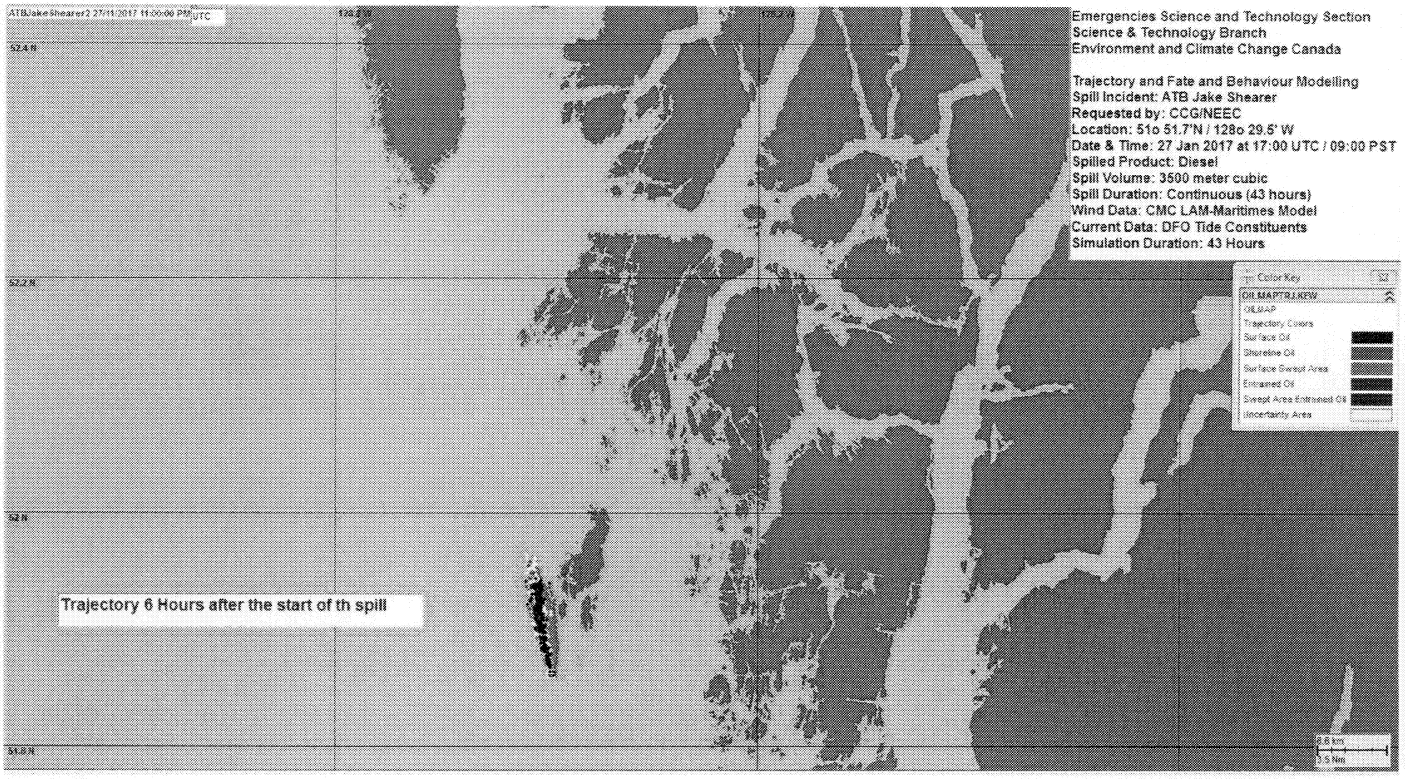


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Emergencies Science and Technology Section
Science & Technology Branch
Environment and Climate Change Canada

Trajectory and Fate and Behaviour Modelling
Spill Incident: ATB Jake Shearer
Requested by: CCG/NEEC
Location: 51o 51.7'N / 128o 29.5' W
Date & Time: 27 Jan 2017 at 17:00 UTC / 09:00 PST
Spilled Product: Diesel
Spill Volume: 3500 meter cubic
Spill Duration: Continuous (43 hours)
Wind Data: CMC LAM-Maritimes Model
Current Data: DFO Tide Constituents
Simulation Duration: 43 Hours

Pages 472 to / à 473

are duplicates

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FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer

2018-March-18
3:49 PM

Subject	**FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer**
From	Chiang, Eric
To	Gethsemane Luttrell; Linda Pillsworth
Sent	2017-November-27 11:25 AM
Attachments	ATBJAKESHEARER_350... ATBJakeShearer_3500... ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJAKESHEARER_350... ATBJakeShearer_500...

First modeling effort

From: Brady, Jeff
Sent: November-27-17 7:47 AM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Wootton, Brian; Murdock, Philip
Cc: McNish, Joanne; NCC / CCN (DFO/MPO); Raymond, Chris (EC/EC) (chris.raymond@canada.ca); Chiang, Eric
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Attached are media files for a MASS release, if it occurred.

Please be careful when interpreting this, as it is a worst case scenario (Instantaneous release of all oils). It is much more realistic to have a slow release over 72hs, which has also been requested.

As well, the grey show where oil was, not is.

WMV file is a video.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Surintendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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From: CNUE / NEEC (EC) [mailto:ec.cnue-neec.ec@canada.ca]
Sent: November-27-17 7:39 AM
To: Martens, Michael
Cc: Brady, Jeff
Subject: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Hi Mike,

Here are the trajectory model for diesel (24h) and the mass balance for the diesel and gasoline.

Please let me know if there are any problems with the attachments and if we can do anything else to support this response.

Thanks

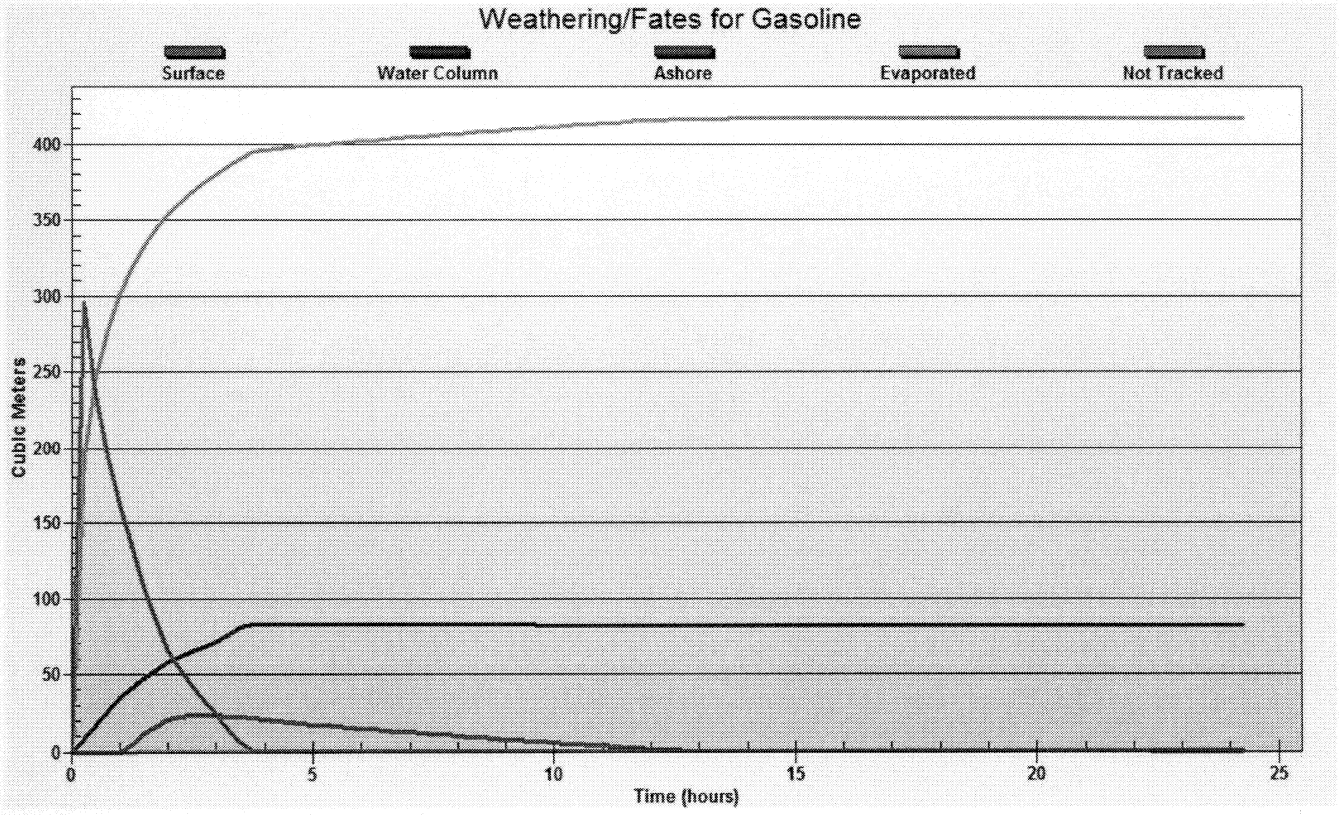
Thierry

Cell: [redacted]

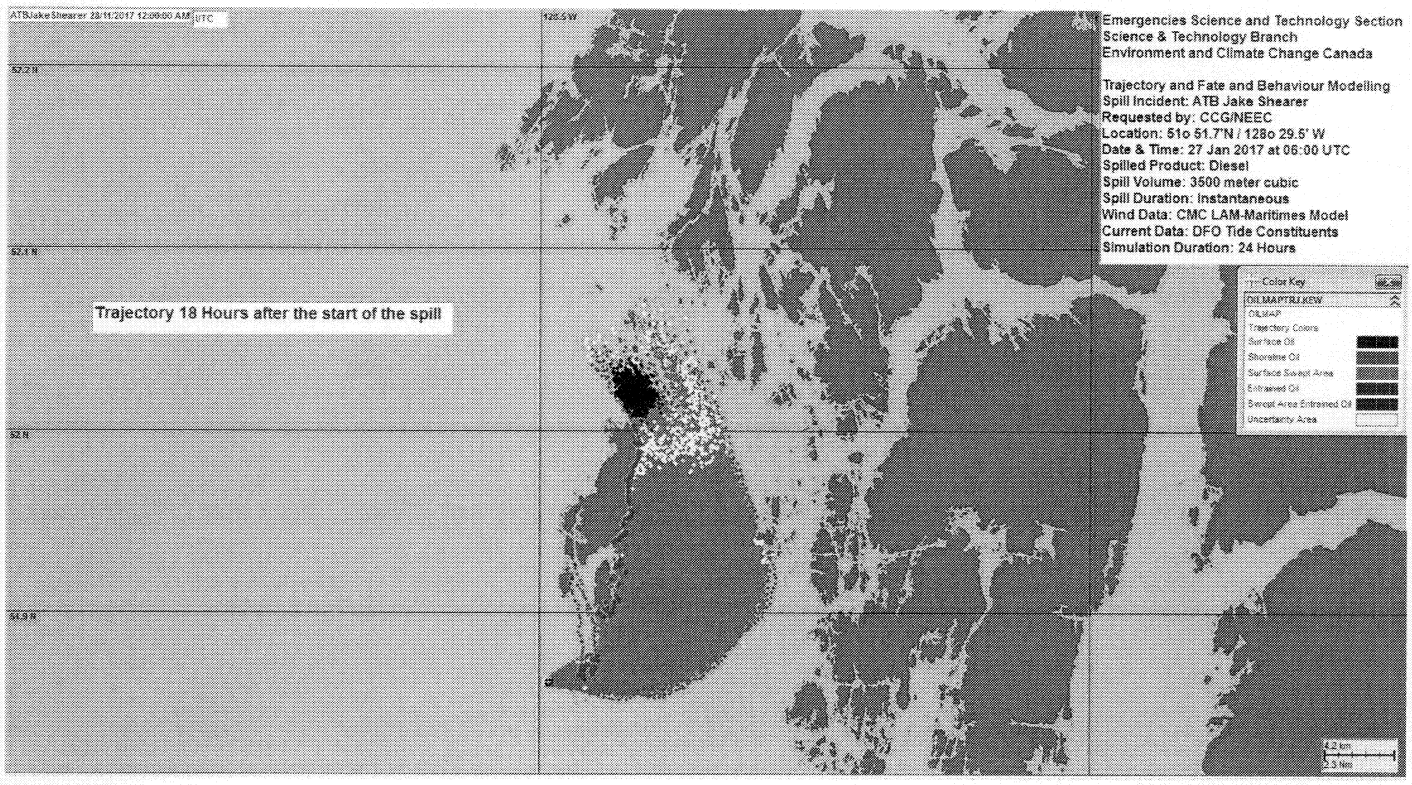
Thierry Mezzana

Agent principal, Préparation et intervention, Centre national des urgences environnementales (CNUE)
Direction des activités de protection de l'environnement / Environnement et Changement climatique Canada / Gouvernement du Canada
thierry.mezzana@canada.ca / Tél. : 514-496-8583 / Cell : [redacted] / Urgences 24/7 : 1-866-283-2333

Senior Officer, Preparedness and Response, National Environmental Emergencies Centre (NEEC)
Environmental Protection Operations Directorate / Environment and Climate Change Canada / Government of Canada
thierry.mezzana@canada.ca / Tel: 514-496-8583 / Cell [redacted] / Emergencies 24/7 : 1-866-283-2333

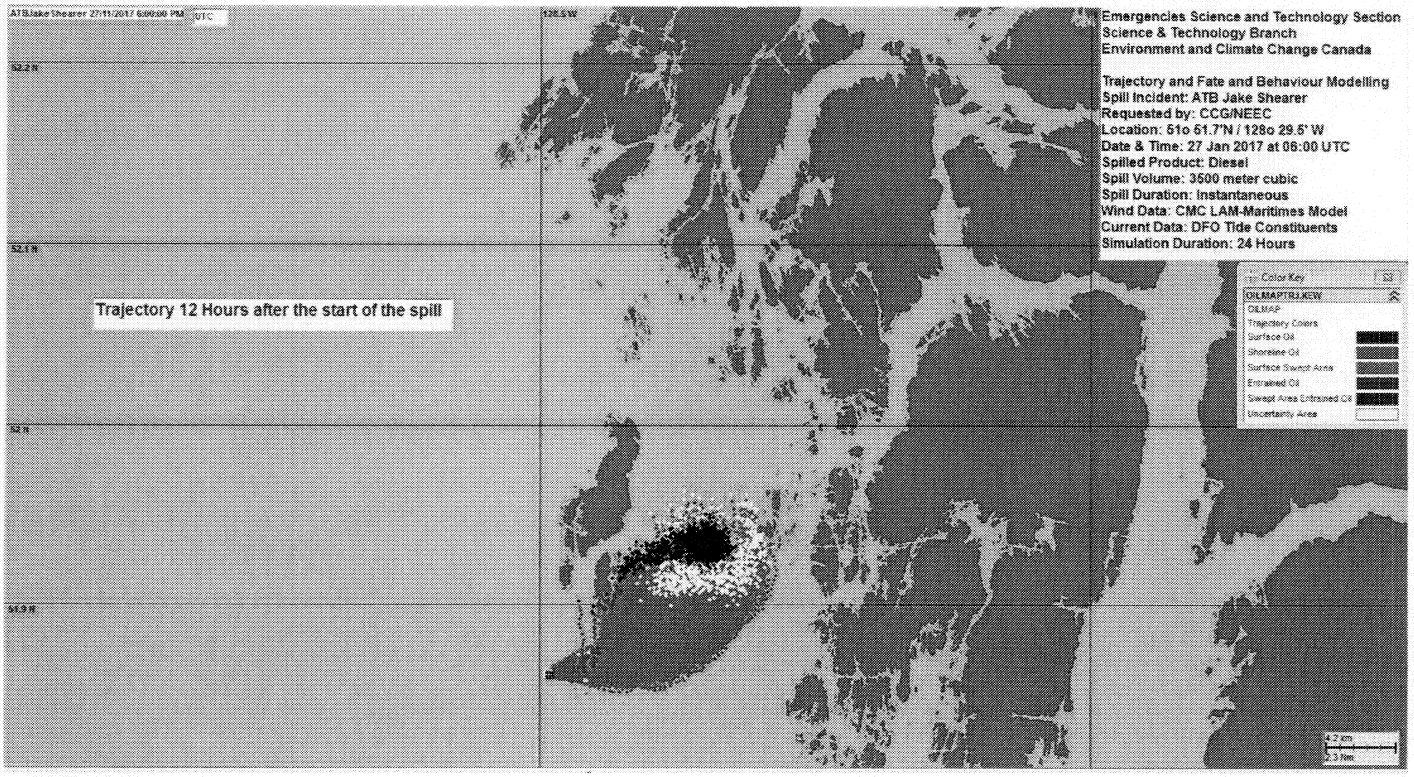


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Emergencies Science and Technology Section
Science & Technology Branch
Environment and Climate Change Canada

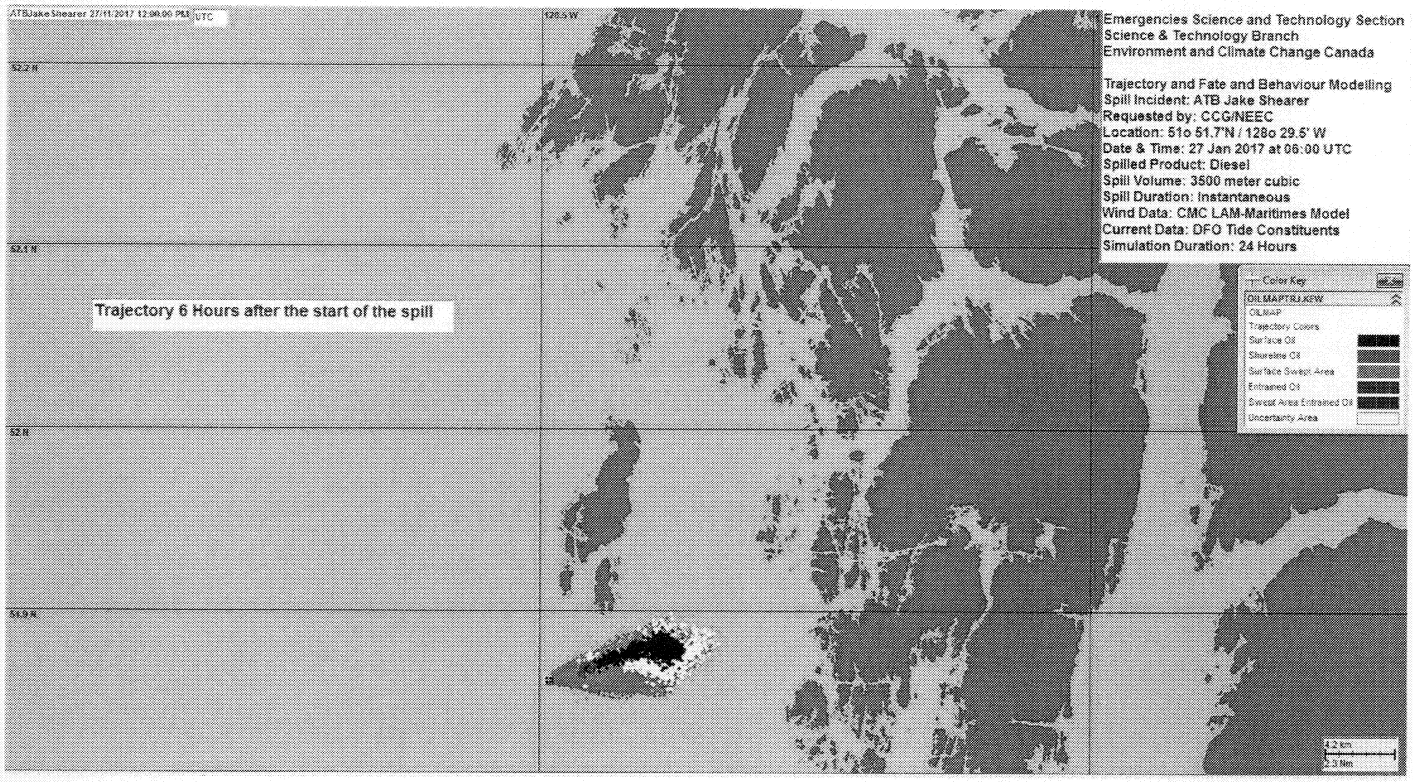
Trajectory and Fate and Behaviour Modelling
Spill Incident: ATB Jake Shearer
Requested by: CCG/NEEC
Location: 51o 51.7'N / 128o 29.5' W
Date & Time: 27 Jan 2017 at 06:00 UTC
Spilled Product: Diesel
Spill Volume: 3500 meter cubic
Spill Duration: Instantaneous
Wind Data: CMC LAM-Maritimes Model
Current Data: DFO Tide Constituents
Simulation Duration: 24 Hours

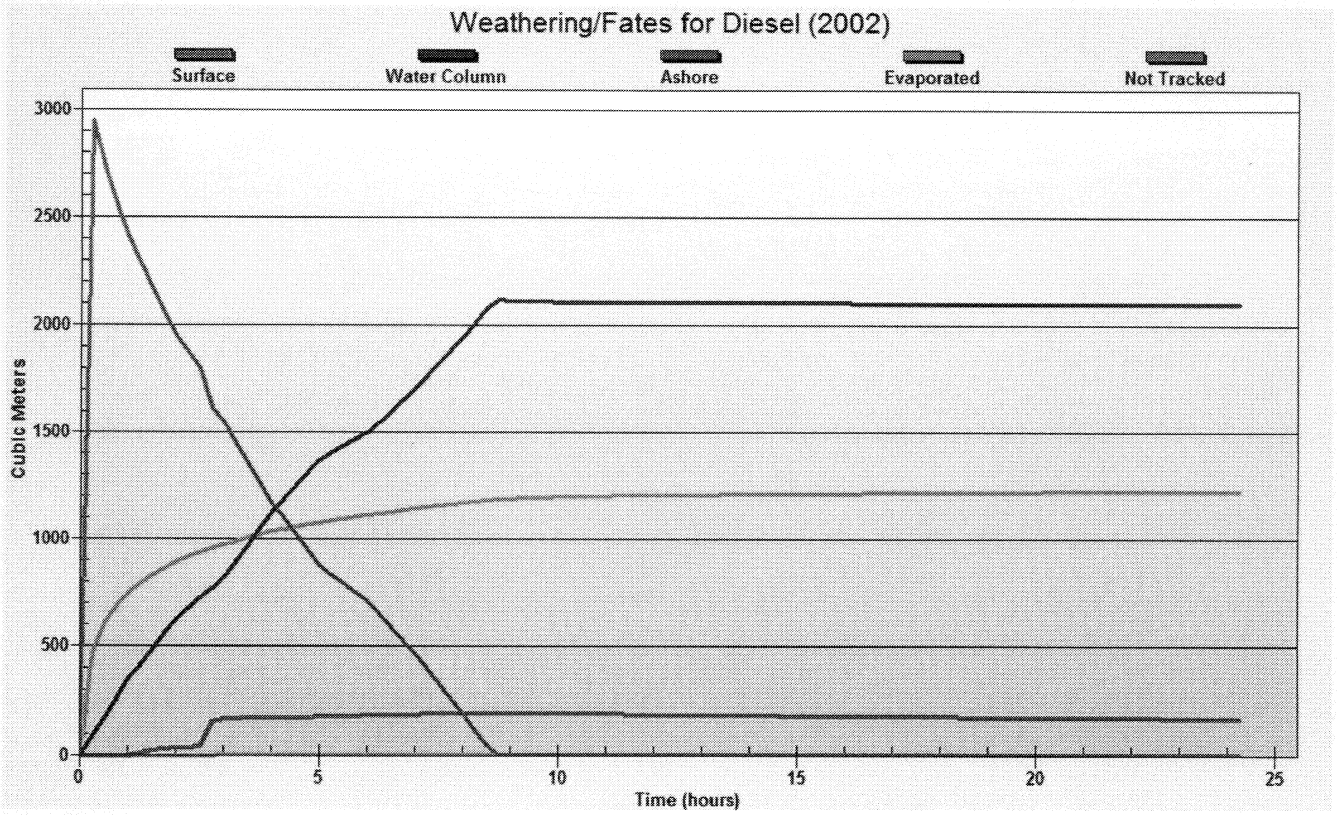


Emergencies Science and Technology Section
Science & Technology Branch
Environment and Climate Change Canada

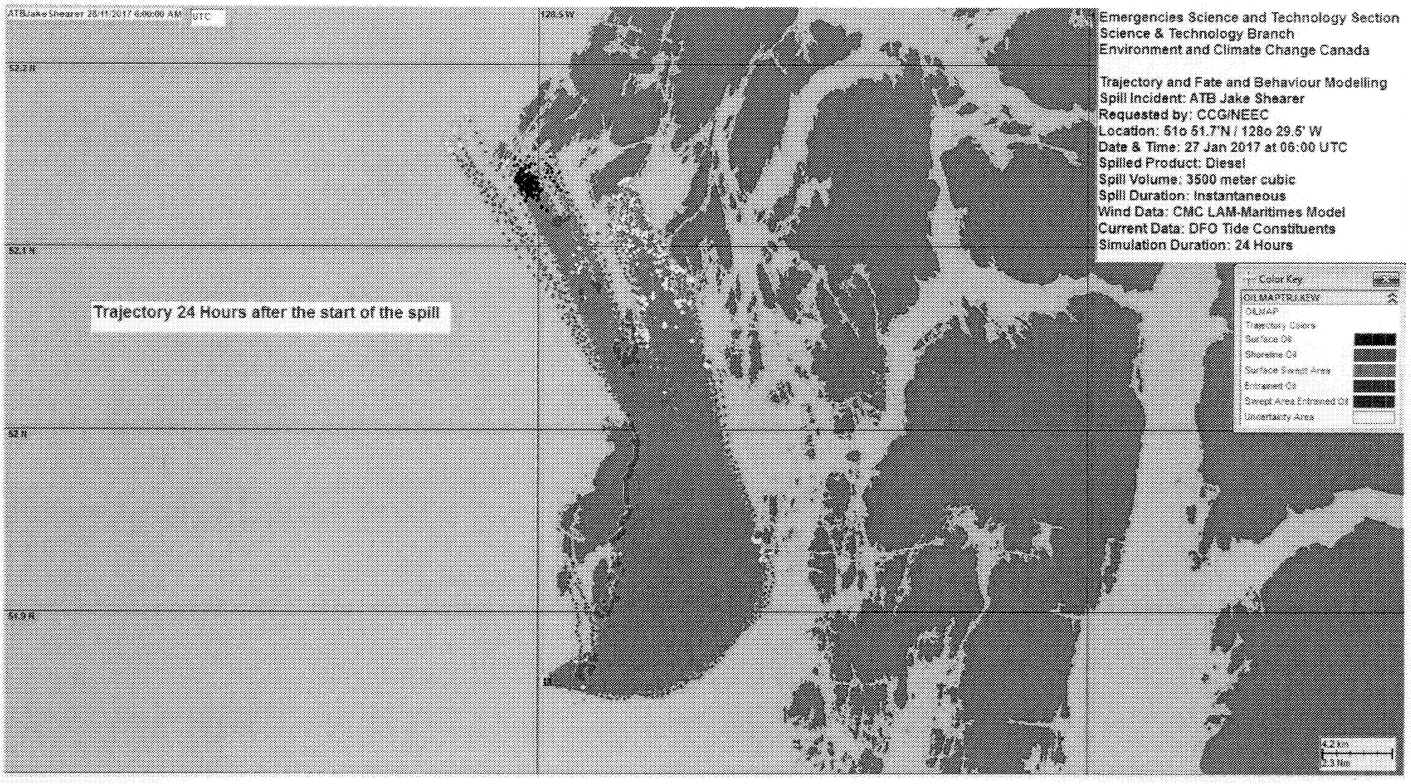
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Current Data: DFO Tide Constituents
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Emergencies Science and Technology Section
Science & Technology Branch
Environment and Climate Change Canada

Trajectory and Fate and Behaviour Modelling
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Spill Volume: 3500 meter cubic
Spill Duration: Instantaneous
Wind Data: CMC LAM-Maritimes Model
Current Data: DFO Tide Constituents
Simulation Duration: 24 Hours

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Chiang, Eric

From: Raymond, Chris (EC) <chris.raymond@canada.ca>
Sent: 2017–November-27 10:59 AM
To: Chiang, Eric
Subject: RE: ATB Jakes Shear Incident - Tradjectory Model

Looks like Thierry will take care of the request

From: Chiang, Eric [mailto:Eric.Chiang@dfo-mpo.gc.ca]
Sent: November 27, 2017 10:45 AM
To: Benoy, Nicholas; Herborg, Matthias; Mezzana, Thierry (EC); Raymond, Chris (EC)
Subject: RE: ATB Jakes Shear Incident - Tradjectory Model

Hey Thierry / Chris – can you help with this? Thanks,
Eric

From: Benoy, Nicholas
Sent: November-27-17 10:42 AM
To: Herborg, Matthias; Chiang, Eric
Subject: ATB Jakes Shear Incident - Tradjectory Model

Hi Matthias and Eric,

Do you know who I should contact for the shapefiles from the tradjectory model for the Jakes Shearer incident? I won't need them for a while, as I'm still putting together a list of fisheries information for the area, but I imagine we might want to have it at some point.

Cheers,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Chiang, Eric

From: Mezzana, Thierry (EC) <thierry.mezzana@canada.ca>
Sent: 2017–November-27 10:47 AM
To: Chiang, Eric; Benoy, Nicholas; Herborg, Matthias; Raymond, Chris (EC)
Subject: RE: ATB Jakes Shear Incident - Tradjectory Model

Hi Eric,

I'll forward this request to our modeller.

Thanks

Thierry

From: Chiang, Eric [mailto:Eric.Chiang@dfo-mpo.gc.ca]
Sent: November 27, 2017 1:45 PM
To: Benoy, Nicholas; Herborg, Matthias; Mezzana, Thierry (EC); Raymond, Chris (EC)
Subject: RE: ATB Jakes Shear Incident - Tradjectory Model

Hey Thierry / Chris – can you help with this? Thanks,
Eric

From: Benoy, Nicholas
Sent: November-27-17 10:42 AM
To: Herborg, Matthias; Chiang, Eric
Subject: ATB Jakes Shear Incident - Tradjectory Model

Hi Matthias and Eric,

Do you know who I should contact for the shapefiles from the tradjectory model for the Jakes Shearer incident? I won't need them for a while, as I'm still putting together a list of fisheries information for the area, but I imagine we might want to have it at some point.

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Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Chiang, Eric

From: Lowe, Carmel
Sent: 2017–November-27 7:14 AM
To: Herborg, Matthias; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: Re: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - INITIAL

Categories: Printed

Thanks Matthias - thus head up is perfect. Also heard from news this am situation is unchanged as if 6am...

Carmel

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Herborg, Matthias
Sent: Sunday, November 26, 2017 21:08
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - INITIAL

Hi

Please see below the notification from Coast Guard regarding a fuel barge with 3.4 Million liters adrift of Bella Bella. Three tugs and the Gordon Reid are assisting and no fuel has been spilled so far. I will send an update tomorrow morning.

There is also an article http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713 on the CBC.

As you are probably aware its just over a year after the Nathan E Stewart in the same area, which is still an ongoing issue with the local First nations.

Matthias

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 6:37 PM
To: Brickett, JJ; Alois Schonenberger - A/Victoria HarbourMaster; Barrett, Paul; Brady, Jeff; Gladson, Brandy; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Cunningham, Barry; Elford, Dale; Desrosiers, Jason; ECCC; EMBC - PECC; Environment Canada; PAC Env Incident / Incident Env Pac (DFO/MPO); Evans, Clay; Farrell, Randy; Fehr, Amanda; Girouard, Roger; Goffic, Jody; Gordon, Elysha; Grant, Janet; Gray, Scott; Hache, Gabe; Harbour Master Nanaimo; Harbour Master Prince Rupert; Harbour Master Vancouver; Harbour Master Victoria (ZP); Harris, Piper; Henthorne, Colin; Hunt, Cliff; Imbeau, Michelle; Lanthier, Marc; Lastik, Darryl; Leonard, Mike; Lick, Gregory; Main Ops Officer / Agent principal des Ops (DFO/MPO); Martens, Michael; McCann, Timothy; McNish, Joanne; MCTS Prince Rupert Supervisor; MCTS Victoria; Meggison, Joe; Morin, Michel; Murdock, Philip; NASP; Moss, Derek; Navigation Protection Program; NCC / CCN (DFO/MPO); Oliver, Gillian; PAC Radio Room / Salle de radio PAC (DFO/MPO); Pelletier, Mario; Pickrell, Susan; Piper Harris; Prieur, Cloe; Prince Rupert; ROC Planning Officer / agent de planification COR (DFO/MPO); ROC1 / COR1 (DFO/MPO); ROEC Pacific / BRCE Pacifique (DFO/MPO); Sharun, Christina; Smith, Laura; Snow, Carl; Statham, Art; Swift, Greg; TC Marine Safety - Ottawa; TC Marine Safety - Vancouver; TC Pollution Control Aircraft

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(MART; Thomas, John; Transport Safety Board - Pacifgic; Verret, Gilles; Walker, Matthew; Ward, Kelly; Webb, Nathan; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Williams, Susan; Wong, Helen; Wootton, Brian; Yager, Tyler
Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

GENERAL INFORMATION- POLLUTION REPORT			
DATE/TIME OF REPORT:	2017-11-26 1509 PDT		
DATE/TIME OF SPILL:	POTENTIAL		
REPORTING PARTY/CONTACT INFO:	COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE		
SITUATION DETAILS			
LOCATION/POSITION :	51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC		
TYPE OF POLLUTANT:	POTENTIAL		
QUANTITY:	3.4 MILLION LITERS	COLOUR/ODOUR:	
ORIGIN:	JAKE SHEARER BARGE		
WEATHER CONDITIONS:	S-SW 40 KNOTS		
ADDITIONAL INFORMATION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.		
VESSEL INFORMATION (IF APPLICABLE)			
VESSEL NAME:	JAKE SHEARER		
CALL SIGN AND MMSI:	MMSI 367677120		
OVERALL LENGTH (LOA) :	34 METERS		
VESSEL TYPE:	PUSH TUG		
OWNER/AGENT/FLAG:			
ADDITIONAL INFORMATION:	BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT		
ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)			
CCG-W ER DUTY OFFICER	2017-11-26 JG		
TC MARINE SAFETY - VANCOUVER (ONLY IF A VESSEL IS INVOLVED)	2017-11-26 Click here to enter text.		
VANCOUVER HM (ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)	Click here to enter a date. Click here to enter text.		
Area MCTS Centre	Click here to enter a date. Click here to enter text.		
DFO PUBLIC AFFAIRS (NEWS POTENTIAL ONLY)	Click here to enter a date. Click here to enter text.		
ROC OFFICER:	SO		

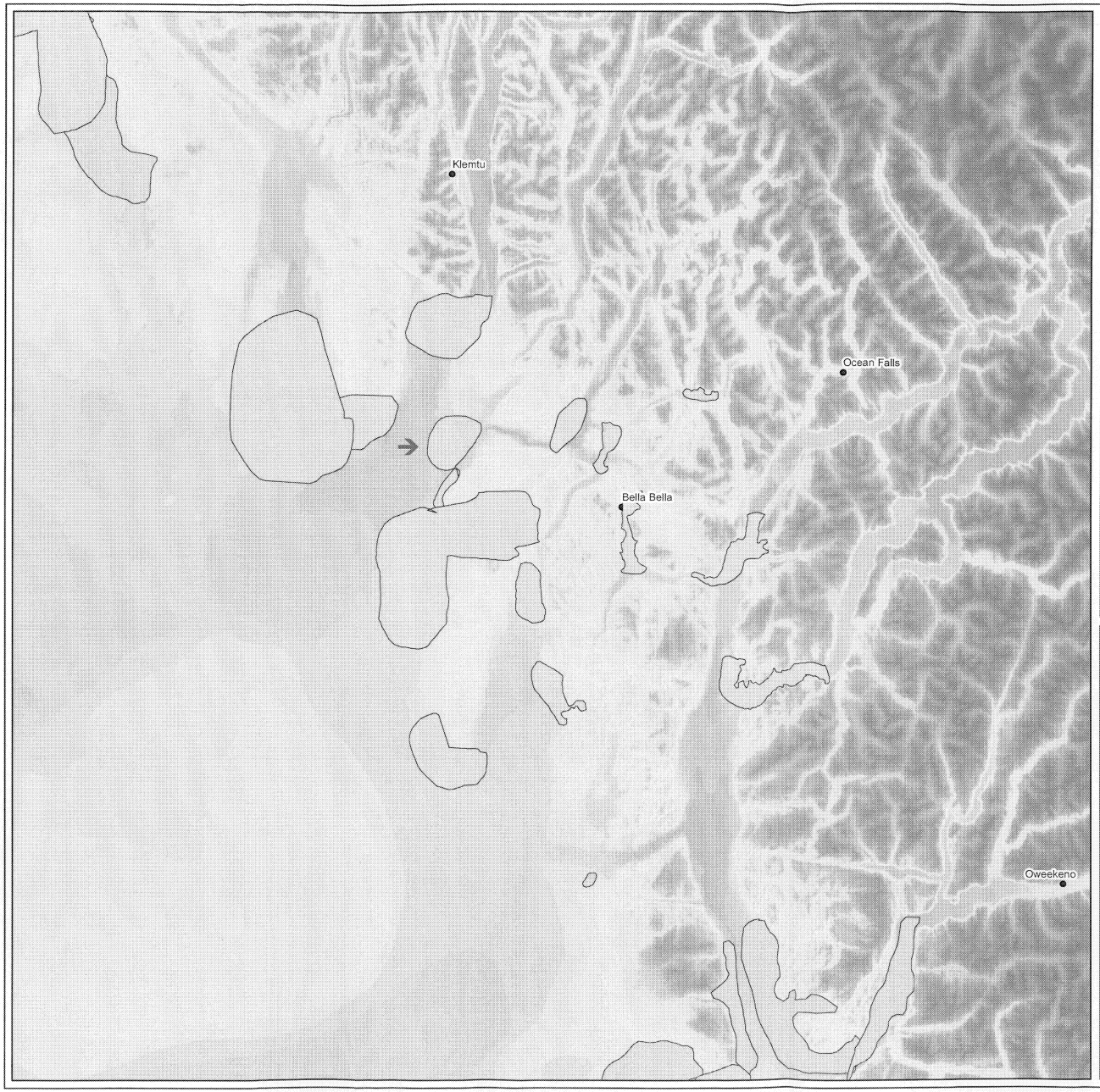
No further information has been removed or severed from this page

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REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

Fisheries and Oceans Canada
Pêches et Océans Canada
Canadian Coast Guard
Garde côtière canadienne
Canada

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Fisheries and Oceans Canada | Pêches et Océans Canada

Government of Canada | Gouvernement du Canada

Jake Shearer Incident Map
Recreational Fishing

Recreational Fishing

Groundfish

Jake Shearer Location (27-11-17 @ 14:14hrs)

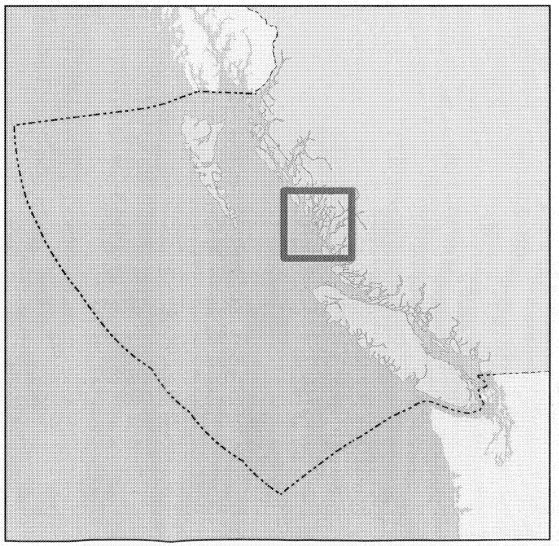
N

0 5 10 20 km

Created by: DFO Oceans Pacific
Date: 27/11/2017

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DATA DISPLAYED ON THE MAP IS A DRAFT.



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Fisheries and Oceans Canada | Pêches et Océans Canada

Government of Canada | Gouvernement du Canada

Jake Shearer Incident Map
Recreational Fishing

Recreational Fishing

Jake Shearer Location (27-11-17 @ 14:14hrs)

Chinook Salmon

Coho Salmon

Salmon

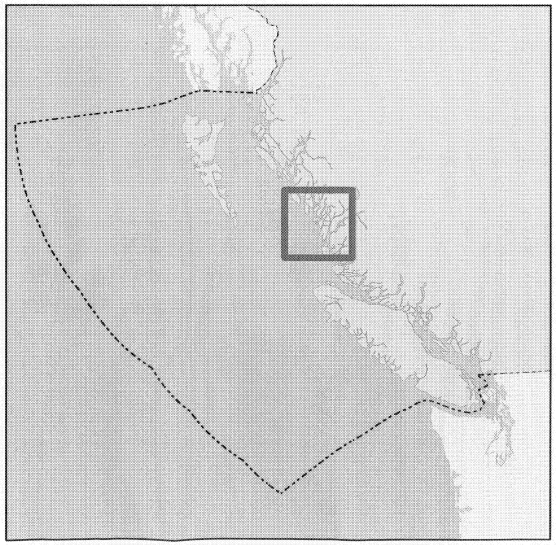
N

0 5 10 20 km

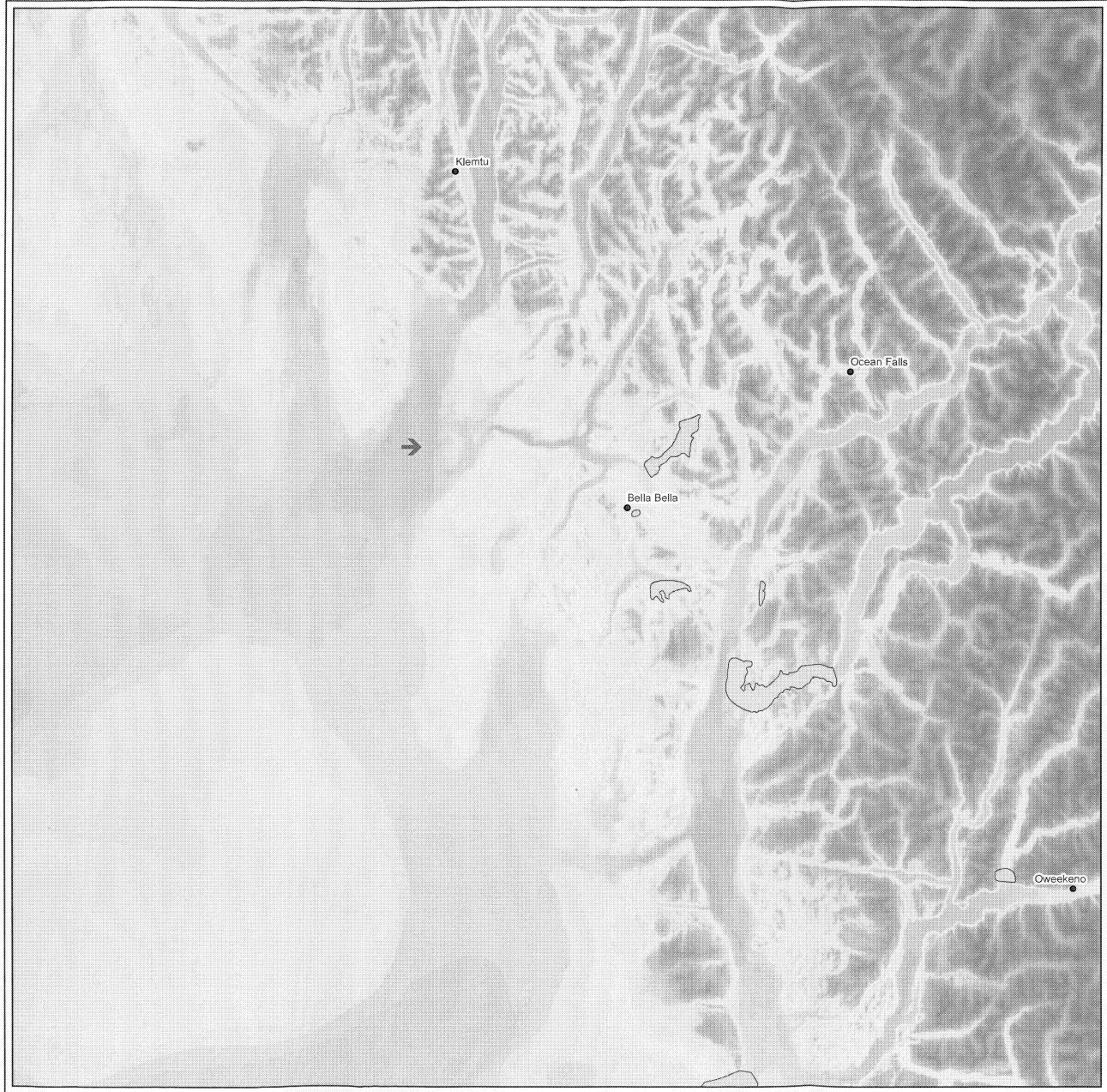
Created by: DFO Oceans Pacific
Date: 27/11/2017

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Fisheries and Oceans Canada | Pêches et Océans Canada

Government of Canada | Gouvernement du Canada

Jake Shearer Incident Map
Recreational Fishing

Recreational Fishing

Jake Shearer Location (27-11-17 @ 14:14hrs)

Shellfish By Trap

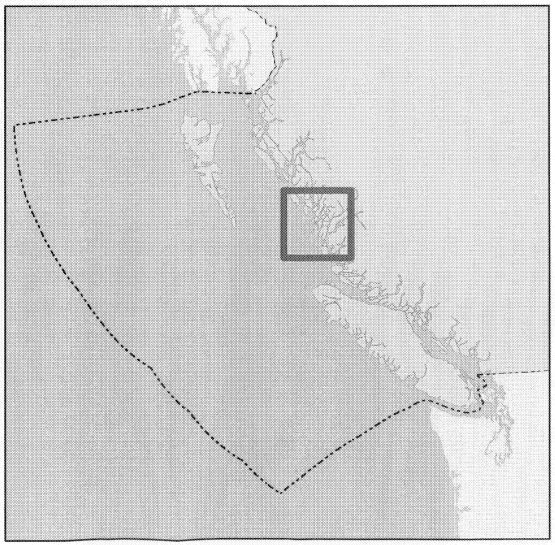
N

0 5 10 20 km

Created by: DFO Oceans Pacific
Date: 27/11/2017

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DATA DISPLAYED ON THE MAP IS A DRAFT.



000486

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Bartnik, Sarah

From: Howden, Nicholas on behalf of PAC Radio Room / Salle de radio PAC (DFO/MPO)
Sent: November-27-17 3:11 AM
To: P. E. P (sgpep.ecc1@gov.bc.ca); Beisel, Mark; Ludlow, Mandy; Neumann, Carla; Sanderson, Leslie; Stacey, Edward; Tompkins, Robert; Bate, Dan; FPP.PAC / PPP.PAC (DFO/MPO); Imbeau, Michelle; Verret, Gilles
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift
Attachments: Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC.pdf

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From: CNUE / NEEC (EC) [mailto:ec.cnue-neec.ec@canada.ca]
Sent: November 27, 2017 2:55 AM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; Gordon, Elysha; PAC Radio Room / Salle de radio PAC (DFO/MPO); DFO.F PAC CP NEEC F.MPO
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: 26 November 2017 11:41
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: Please see report below.

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

-----Original Message-----
From: SGPEP.ECC1@gov.bc.ca [mailto:SGPEP.ECC1@gov.bc.ca]
Sent: 26 November 2017 11:10
To: CNUE / NEEC (EC)
Subject: DGIR 172945 - NEA - FUEL (POTENTIAL)

DGIR 172945

Incident Date: 1904-03-20
Incident Time: 00:00
Report Date: 2017-11-26
Report Time: 19:28

Spiller: UNKNOWN

Caller 1 / Agency:
EMAIL / CCG ROC - : - :

Caller 2 / Agency:
/ - : - :

Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA
PEP Region: NEA
MOE Region: Omineca Region

Affected Env: Marine
Spill Type: Unknown

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Sector: Crown
Jurisdictions:
1: Federal
2: Provincial
3: Municipal

Material: FUEL (POTENTIAL) 3.4 MILLION LITERS

Details:
At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge.
The tug north arm prowler responded to the call and offered assistance.
Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer.
Norma H eta 2300pst.

34 Meters
The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst.
Barge adrift is 425 ft x 75 ft – draft 20 ft

Response:

Notifications:
1932 phoned MOE ROE Dave Pridham - briefed, code 2 Fed/prov/muni
1934 briefed PDM Sommerville
1934 briefed NEEC
1936 briefed RDM Sandy Miller/RDM Genevieve Fox
1946 briefed CCG ROC - 25 Miles SW Bella Bella
1947 EPC Bella Bella - Bridget Horel - left VM (Residential), left VM
1948 briefed MOE HQ
1951 briefed MOH DO Adam
1955 emailed CCG ROC/MOE Smithers/Code 2 Dist

Report Compiled By: KYLE Operations 1 ECC - 2017-11-26 19:28

Duty Officer:
EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

UPDATE:

Pages 490 to / à 491

are duplicates

sont des duplicatas

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Bartnik, Sarah

From: Bateson, Alayne
Sent: November-27-17 3:43 PM
To: Beisel, Mark; Ludlow, Mandy; Neumann, Carla; Sanderson, Leslie; Stacey, Edward; Tompkins, Robert; Bate, Dan; FPP.PAC / PPP.PAC (DFO/MPO); Imbeau, Michelle; Verret, Gilles
Subject: FW: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift
Attachments: Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC.pdf

---

From: CNUE / NEEC (EC) [mailto:ec.cnue-neec.ec@canada.ca]
Sent: November 27, 2017 3:38 PM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; Gordon, Elysha; PAC Radio Room / Salle de radio PAC (DFO/MPO); DFO.F PAC CP NEEC F.MPO
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC); Mezzana, Thierry (EC)
Subject: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: 27 November 2017 5:35
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC); Dussault, Mathieu (EC)
Subject: **UPDATES** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

Regards,

Yassine Bichri

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
yassine.bichri@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
yassine.bichri@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: November 27, 2017 5:55 AM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
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Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

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Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

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Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

-----Original Message-----
From: SGPEP.ECC1@gov.bc.ca [mailto:SGPEP.ECC1@gov.bc.ca]
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To: CNUE / NEEC (EC)
Subject: DGIR 172945 - NEA - FUEL (POTENTIAL)

DGIR 172945

Incident Date: 1904-03-20
Incident Time: 00:00
Report Date: 2017-11-26
Report Time: 19:28

Spiller: UNKNOWN

Caller 1 / Agency:
EMAIL / CCG ROC - : - :

Caller 2 / Agency:
/ - : - :

Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

PEP Region: NEA
MOE Region: Omineca Region

Affected Env: Marine
Spill Type: Unknown
Sector: Crown
Jurisdictions:
1: Federal
2: Provincial
3: Municipal

Material: FUEL (POTENTIAL) 3.4 MILLION LITERS

Details:
At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge.
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Norma H eta 2300pst.

34 Meters
The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst.
Barge adrift is 425 ft x 75 ft – draft 20 ft

Response:

Notifications:
1932 phoned MOE ROE Dave Pridham - briefed, code 2 Fed/prov/muni
1934 briefed PDM Sommerville
1934 briefed NEEC
1936 briefed RDM Sandy Miller/RDM Genevieve Fox
1946 briefed CCG ROC - 25 Miles SW Bella Bella
1947 EPC Bella Bella - Bridget Horel - left VM (Residential), left VM
1948 briefed MOE HQ
1951 briefed MOH DO Adam
1955 emailed CCG ROC/MOE Smithers/Code 2 Dist

Report Compiled By: KYLE Operations 1 ECC - 2017-11-26 19:28

Duty Officer:
EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

No information has been removed or severed from this page

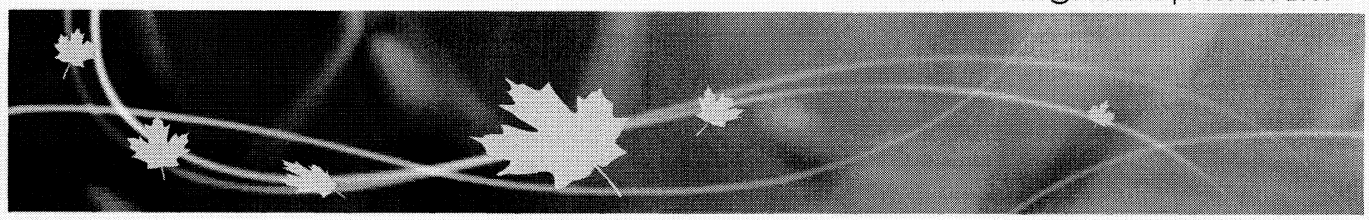
Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

UPDATE:

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Environnement et Changement climatique Canada | Environment and Climate Change Canada

Centre National des Urgences Environnementales (CNUE)
National Environmental Emergencies Centre (NEEC)
ec.cnue-neec.ec@canada.ca | 1-866-283-2333



INCIDENT REPORT

NEEC Incident Number: BC-20171126-06612-17

Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC

Classification: Pollution - Transportation - Marine Vessel – Others

Incident Date/Time (Incident local): 2017/11/26 15:41

Notification Date/Time (Montreal, QC local): 2017/11/26 22:34

Substance	Qty	Unit
Diesel	3000000	Liters
Gasoline	400000	Liters

Reported By: Canadian Coast Guard

Canadian Coast Guard

N/A

Description: Material: FUEL (POTENTIAL) 3.4 MILLION LITERS Details: At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge. The tug north arm prowler responded to the call and offered assistance. Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer. Norma H eta 2300pst. 34 Meters The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst. Barge adrift is 425 ft x 75 ft – draft 20 ft

Update: UPDATE 1 RECEIVED AT NEEC CALL CENTER AT 01H14 NOVEMBER 27, 2017. AW

Caller / Agency:
DAVE PRIDHAM / MOE
Details:

UPDATE 2 RECEIVED AT NEEC CALL CENTER AT 01H46 NOVEMBER 27, 2017. AW

Caller / Agency:
DAVE PRIDHAM / MOE

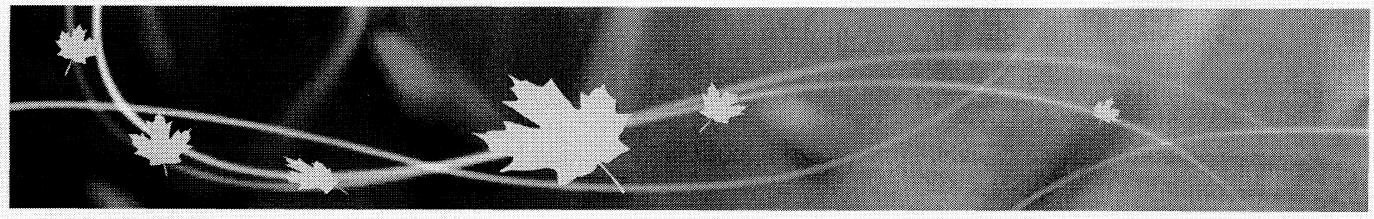
Details:

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Created By: Andrea Whyte (EC NEEC-EC CNUE)

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• The responsible party has activated its arrangement with Western Canada Marine Response Corporation, which is preparing resources to deploy from Vancouver, Nanaimo and Port Hardy.
• ENV has made contact with the Heiltsuk Nation leadership and will continue to provide regular updates as the situation evolves.
• The Coast Guard has staged resources in the area, including the Gordon Reid which is now on scene, to support a potential SAR rescue of the two crew members on board the tug. Those resources may be redirected to environmental response as needed once life safety is assured.
• There continues to be no indication of a release of fuel and the anchors on the barge continue to hold.
• Weather in the area continues to complicate the response.

UPDATE 3 RECEIVED AT NEEC CALL CENTER AT 12H32 NOVEMBER 27, 2017. YM

Caller / Agency:
DAVE PRIDHAM VIA EMAIL / MOE

Details:
• The tug Gulf Cajun has arrived on scene and is in the process of establishing a tow line with the Jake Shearer.
• The two crew that were transferred to the barge remain on the barge and will be required for the hook up and anchor recovery when the Gulf Cajun arrives. They are safe and have shelter, food and survival equipment if needed.
• An Environmental Emergency Response Officer (EERO) is currently enroute to Port Hardy on a Coast Guard helicopter to establish an initial joint incident command post (ICP) there.
• Two additional EEROs are staged for deployment to Bella Bella later this morning in anticipation of the ICP being moved closer to the affected community.
• A storm warning is in effect for the area this morning with winds increasing to south 30-40 knots and to south 40-50 knots by afternoon.
• A coordination call is scheduled for 1200 today.
• ENV has notified it's incident command team and is planning to cascade in additional resources if needed.
• There are no reports of product being released to the environment.

The next update will be provided as soon as new information is available.

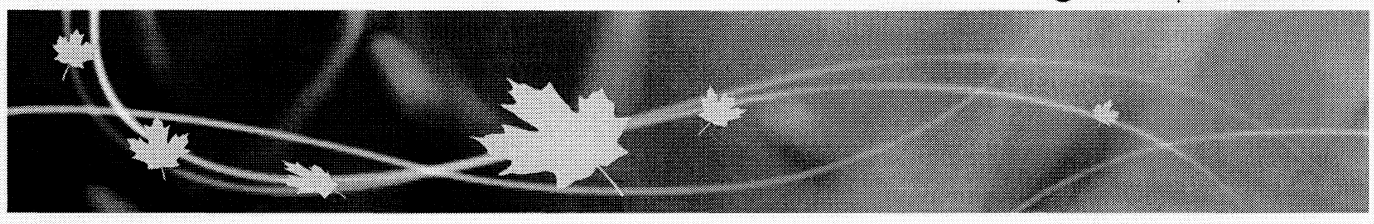
UPDATE 4 RECEIVED AT NEEC CALL CENTER AT 12H48 NOVEMBER 27, 2017. YM
Caller / Agency:
[redacted] / OLYMPIC TUG AND BARGE - Cellular: [redacted]

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Created By: Andrea Whyte (EC NEEC-EC CNUE)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.



Details:
Updating that the rescue tug has the tow underway at approx. 4 knots. They are still recovering the anchor, and are now headed for deeper water.

UPDATE 5 RECEIVED AT NEEC CALL CENTER AT 14H20 NOVEMBER 27, 2017. YM
Caller / Agency:
DAVE PRIDHAM, VIA EMAIL / MOE RO NANAIMO - Cellular: 250-751-3233

Details:
Please be advised of the following update:

- The tug Gulf Cajun has established a tow line and is underway.
- An EERO has joined the Coast Guard for a helicopter overflight of the tug and barge this morning. The overflight is planned to include a representative from the Heiltsuk Nation.
- Transport Canada's National Aerial Surveillance Program plane will also conduct an overflight of the tug and barge.
- Harley Marine Services Inc., owner of the Jake Shearer, has sent an additional tug north to assist.
- The Canadian Coast Guard vessel, the Gordon Reid, continues to remain on site. Additional Canadian Coast Guard and Western Canada Marine Response Corporation (WCMRC) resources are deploying to staging areas near the incident site.

UPDATE 6 RECEIVED AT NEEC CALL CENTER AT 18H26 NOVEMBER 27, 2017. AW
Caller / Agency:
DAVE PRIDHAM / MOE NANAIMO

Details:
Here is the latest information regarding the fuel barge incident south of the Gosling Rock - Goose Island Group:

- The Jake Shearer has reported taking on 1,700 gallons of water on their port bow fuel tank, however there is indication of damage to the hull or fuel tank. Coast Guard and ENV are working with the responsible party to better understand the situation.
- There are no visible signs of a release of fuel from either the Jake Shearer or the fuel barge now under tow by the Gulf Cajun.
- An EERO is currently on a helicopter overflight with the Canadian Coast Guard and ENV is developing a resources at risk analysis for Norman Morrison Bay.
- Winds are currently southeasterly 30-40 knots (building), seas 2-3 meters (building) and visibility 0.5 -1 mile (dropping). Conditions are expected to deteriorate overnight, staying strong tomorrow.
- Canadian Coast Guard is continuing to move assets north.
- Western Canada Marine Response Corporation (WCMRC) has paused the southern movement of assets in the vicinity of Klemtu. Assets continue to move north to Port McNeill and spill response trailers are mobilizing in Campbell River.

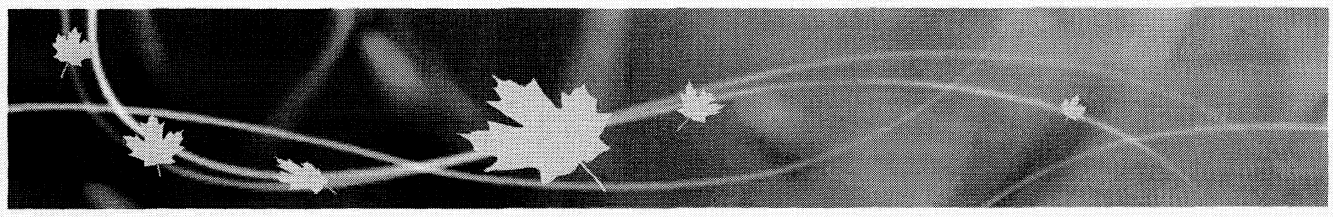
The next update will be provided as soon as new information is available.

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Created By: Andrea Whyte (EC NEEC-EC CNUE)

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Address: **City:** Bella Bella **Prov:** BC - British Columbia

Coordinates: 51.823333 -128.513333

Location: Queen Charlotte Sound

Notification to Stakeholders: Canadian Wildlife Service (CWS)
Department of Fisheries and Oceans (DFO)
EC Environmental Enforcement Directorate (EED)
EC Marine Water Quality Monitoring Program (MWQM)
EC Wildlife Enforcement Directorate (WED)

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Created By: Andrea Whyte (EC NEEC-EC CNUE)

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Bartnik, Sarah

From: Bateson, Alayne on behalf of PAC Radio Room / Salle de radio PAC (DFO/MPO)
Sent: November-27-17 2:44 PM
To: Beisel, Mark; Ludlow, Mandy; Neumann, Carla; Sanderson, Leslie; Stacey, Edward; Tompkins, Robert; Bate, Dan; FPP.PAC / PPP.PAC (DFO/MPO); Imbeau, Michelle; Verret, Gilles
Subject: FW: **UPDATES** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift
Attachments: Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC.pdf

---

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Sent: November 27, 2017 2:35 PM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; Gordon, Elysha; PAC Radio Room / Salle de radio PAC (DFO/MPO); DFO.F PAC CP NEEC F.MPO
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC); Dussault, Mathieu (EC)
Subject: **UPDATES** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

Regards,

Yassine Bichri

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
yassine.bichri@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
yassine.bichri@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

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Sent: November 27, 2017 5:55 AM
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: **UPDATE** NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: **Please see attached updated report.**

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

From: CNUE / NEEC (EC)
Sent: 26 November 2017 11:41
To: PY DALE RIMD / PY EED DGIR (EC); Wood, Dylan (EC); Boychuk, Todd (EC); EC.F Urgences Fauniques RPY / Wildlife Emergencies PYR F.EC; EC.F Sqem Pacifique Rimd / Mwqm Pacific Dgir F.EC; 'Elysha.Gordon@dfo-mpo.gc.ca'; 'pacradioroomrhq@pac.dfo-mpo.gc.ca'; 'DFO.F_PAC_CP_NEEC_F.MPO@dfo-mpo.gc.ca'
Cc: Russo, Nick (EC); Raymond, Chris (EC); Dussault, Mathieu (EC)
Subject: NEEC incident notification: BC NEA_2017-11-26_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella_Laden fuel barge adrift

Hello,

Please note that the National Environmental Emergencies Centre (NEEC) was informed of the following incident: Please see report below.

Regards,

Andrea Whyte

Centre National des Urgences Environnementales (CNUE)
Environnement Canada / Gouvernement du Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Urgences 24/7: 1-866-283-2333

National Environmental Emergencies Centre (NEEC)
Environment Canada / Government of Canada
Andrea.Whyte@canada.ca / ec.cnue-neec.ec@canada.ca
Emergencies 24/7: 1-866-283-2333

-----Original Message-----
From: SGPEP.ECC1@gov.bc.ca [mailto:SGPEP.ECC1@gov.bc.ca]
Sent: 26 November 2017 11:10

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To: CNUE / NEEC (EC)
Subject: DGIR 172945 - NEA - FUEL (POTENTIAL)

DGIR 172945

Incident Date: 1904-03-20
Incident Time: 00:00
Report Date: 2017-11-26
Report Time: 19:28

Spiller: UNKNOWN

Caller 1 / Agency:
EMAIL / CCG ROC - : - :

Caller 2 / Agency:
/ - : - :

Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA
PEP Region: NEA
MOE Region: Omineca Region

Affected Env: Marine
Spill Type: Unknown
Sector: Crown
Jurisdictions:
1: Federal
2: Provincial
3: Municipal

Material: FUEL (POTENTIAL) 3.4 MILLION LITERS

Details:
At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge.
The tug north arm prowler responded to the call and offered assistance.
Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer.
Norma H eta 2300pst.

34 Meters
The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst.
Barge adrift is 425 ft x 75 ft – draft 20 ft

Response:

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Notifications:
1932 phoned MOE ROE Dave Pridham - briefed, code 2 Fed/prov/muni
1934 briefed PDM Sommerville
1934 briefed NEEC
1936 briefed RDM Sandy Miller/RDM Genevieve Fox
1946 briefed CCG ROC - 25 Miles SW Bella Bella
1947 EPC Bella Bella - Bridget Horel - left VM (Residential), left VM
1948 briefed MOE HQ
1951 briefed MOH DO Adam
1955 emailed CCG ROC/MOE Smithers/Code 2 Dist

Report Compiled By: KYLE Operations 1 ECC - 2017-11-26 19:28

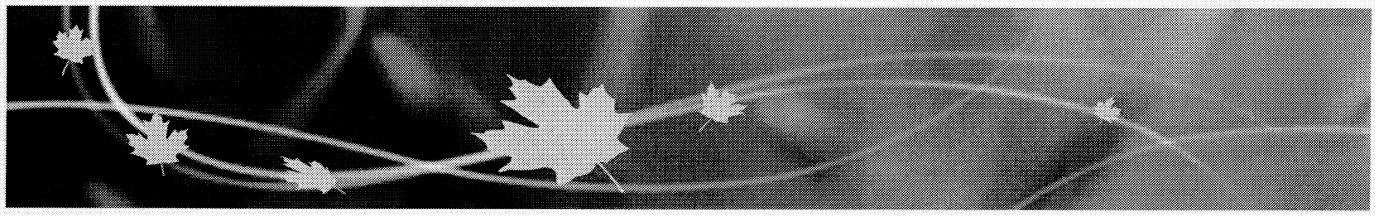
Duty Officer:
EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

UPDATE:

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Environnement et Changement climatique Canada | Environment and Climate Change Canada

Centre National des Urgences Environnementales (CNUE)
National Environmental Emergencies Centre (NEEC)
ec.cnue-neec.ec@canada.ca | 1-866-283-2333



INCIDENT REPORT

NEEC Incident Number: BC-20171126-06612-17

Laden fuel barge adrift_ATB JAKE SHEARER _Queen Charlotte Sound_Bella Bella, BC

Classification: Pollution - Transportation - Marine Vessel – Others

Incident Date/Time (Incident local): 2017/11/26 15:41

Notification Date/Time (Montreal, QC local): 2017/11/26 22:34

Substance		Qty	Unit
Diesel	s.13(1)(c)	3000000	Liters
Gasoline		400000	Liters

Reported By: Canadian Coast Guard

Canadian Coast Guard

N/A

Description: Material: FUEL (POTENTIAL) 3.4 MILLION LITERS Details: At 1541pst the atb jake shearer called after being struck by a rogue wave and becoming completely disconnected from a laden fuel barge. Weather conditions too rough for the crew to be able to put anyone on board the barge. The tug north arm prowler responded to the call and offered assistance. Mcts contacted the norma h and the ocean clipper as well to provide assistance. The north arm prowler and the ocean clipper were tasked to take the tow from the norma h who would then proceed to assist the jake shearer. Norma H eta 2300pst. 34 Meters The ccgs gordon reid was also tasked to proceed and attempt to hold the barge in position. Eta on scene is 1930pst. Barge adrift is 425 ft x 75 ft – draft 20 ft

Update: UPDATE 1 RECEIVED AT NEEC CALL CENTER AT 01H14 NOVEMBER 27, 2017. AW

Caller / Agency:
DAVE PRIDHAM / MOE
Details:

[redacted]

UPDATE 2 RECEIVED AT NEEC CALL CENTER AT 01H46 NOVEMBER 27, 2017. AW

Caller / Agency:
DAVE PRIDHAM / MOE

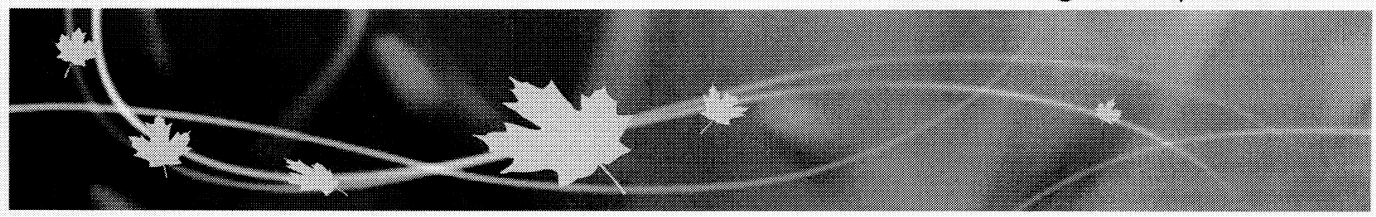
Details:

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Created By: Andrea Whyte (EC NEEC-EC CNUE)

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• The responsible party has activated its arrangement with Western Canada Marine Response Corporation, which is preparing resources to deploy from Vancouver, Nanaimo and Port Hardy.
• ENV has made contact with the Heiltsuk Nation leadership and will continue to provide regular updates as the situation evolves.
• The Coast Guard has staged resources in the area, including the Gordon Reid which is now on scene, to support a potential SAR rescue of the two crew members on board the tug. Those resources may be redirected to environmental response as needed once life safety is assured.
• There continues to be no indication of a release of fuel and the anchors on the barge continue to hold.
• Weather in the area continues to complicate the response.

UPDATE 3 RECEIVED AT NEEC CALL CENTER AT 12H32 NOVEMBER 27, 2017. YM

Caller / Agency:
DAVE PRIDHAM VIA EMAIL / MOE

Details:
• The tug Gulf Cajun has arrived on scene and is in the process of establishing a tow line with the Jake Shearer.
• The two crew that were transferred to the barge remain on the barge and will be required for the hook up and anchor recovery when the Gulf Cajun arrives. They are safe and have shelter, food and survival equipment if needed.
• An Environmental Emergency Response Officer (EERO) is currently enroute to Port Hardy on a Coast Guard helicopter to establish an initial joint incident command post (ICP) there.
• Two additional EEROs are staged for deployment to Bella Bella later this morning in anticipation of the ICP being moved closer to the affected community.
• A storm warning is in effect for the area this morning with winds increasing to south 30-40 knots and to south 40-50 knots by afternoon.
• A coordination call is scheduled for 1200 today.
• ENV has notified it's incident command team and is planning to cascade in additional resources if needed.
• There are no reports of product being released to the environment.

The next update will be provided as soon as new information is available.

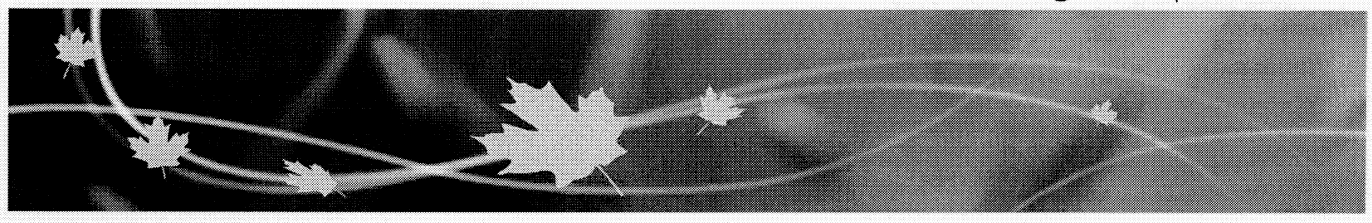
UPDATE 4 RECEIVED AT NEEC CALL CENTER AT 12H48 NOVEMBER 27, 2017. YM
Caller / Agency:
[redacted] / OLYMPIC TUG AND BARGE - Cellular: [redacted]

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Created By: Andrea Whyte (EC NEEC-EC CNUE)

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Details:
Updating that the rescue tug has the tow underway at approx. 4 knots. They are still recovering the anchor, and are now headed for deeper water.

UPDATE 5 RECEIVED AT NEEC CALL CENTER AT 14H20 NOVEMBER 27, 2017. YM
Caller / Agency:
DAVE PRIDHAM, VIA EMAIL / MOE RO NANAIMO - Cellular: 250-751-3233

Details:
Please be advised of the following update:

- The tug Gulf Cajun has established a tow line and is underway.
- An EERO has joined the Coast Guard for a helicopter overflight of the tug and barge this morning. The overflight is planned to include a representative from the Heiltsuk Nation.
- Transport Canada's National Aerial Surveillance Program plane will also conduct an overflight of the tug and barge.
- Harley Marine Services Inc., owner of the Jake Shearer, has sent an additional tug north to assist.
- The Canadian Coast Guard vessel, the Gordon Reid, continues to remain on site. Additional Canadian Coast Guard and Western Canada Marine Response Corporation (WCMRC) resources are deploying to staging areas near the incident site.

Address: **City:** Bella Bella **Prov:** BC - British Columbia

Coordinates: 51.823333 -128.513333

Location: Queen Charlotte Sound

Notification to Stakeholders: Canadian Wildlife Service (CWS)
Department of Fisheries and Oceans (DFO)
EC Environmental Enforcement Directorate (EED)
EC Marine Water Quality Monitoring Program (MWQM)
EC Wildlife Enforcement Directorate (WED)

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Created By: Andrea Whyte (EC NEEC-EC CNUE)

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Bartnik, Sarah

From: Brady, Jeff
Sent: November-27-17 7:27 PM
To: Chiang, Eric; McCann, Timothy; Herborg, Matthias
Subject: Pictures
Attachments: DSCN0801.JPG; DSCN0783.JPG; DSCN0799.JPG

Attachments provided elsewhere

Jeff

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page 1700

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page 1722

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Pike, Lindsey

From: Bain, Brian
Sent: 2017–November-27 12:59 PM
To: Statham, Art
Subject: RE: Tug JAKE SHEARER - Updated GoogleEarth Replay showing All AIS Contacts in the Area.

Good to know, thanks.

From: Statham, Art
Sent: Monday, November 27, 2017 12:58 PM
To: Bain, Brian
Subject: RE: Tug JAKE SHEARER - Updated GoogleEarth Replay showing All AIS Contacts in the Area.

Also, I have advised Kevin Obermeyer - PPA that the barge is being towed into Norman Morison Bay as POR. Under the Pilotage Act, 10.1 this is allowed

Art Statham
Superintendent - MCTS Western Region

From: Bain, Brian
Sent: 2017–November-27 12:51 PM
To: Statham, Art
Subject: RE: Tug JAKE SHEARER - Updated GoogleEarth Replay showing All AIS Contacts in the Area.

OK thanks.

From: Statham, Art
Sent: Monday, November 27, 2017 12:43 PM
To: Bain, Brian
Subject: RE: Tug JAKE SHEARER - Updated GoogleEarth Replay showing All AIS Contacts in the Area.

It was a routine call and the no declaration of distress or urgency.

Art Statham
Superintendent - MCTS Western Region

From: Bain, Brian
Sent: 2017–November-27 12:12 PM
To: Statham, Art
Subject: RE: Tug JAKE SHEARER - Updated GoogleEarth Replay showing All AIS Contacts in the Area.

Thanks Art. BTW Roger was wondering how the call came in (MAYDAY, PAN etc.). The initial report indicates routine, so I presume that is the way it came in. Is that correct?

From: Statham, Art
Sent: Monday, November 27, 2017 11:30 AM
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Cc: Bain, Brian; Wootton, Brian; Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: Tug JAKE SHEARER - Updated GoogleEarth Replay showing All AIS Contacts in the Area.

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Bob,

Here is an updated GoogleEarth replay showing all AIS contacts in the area of the tug JAKE SHEARER incident. The relay time is from 2245 UTC (1445 PST) on the 26th until 1645 UTC (0845 PST) this morning.

During the replay, you can turn off the AIS data for the following vessels as they are not part of the incident or resolution:

316004328 – CENTRAL COASTS (cargo vessel)
316005448 – VIKING STORM (fishing vessel)
316005551 – NORTH ARM PROWLER (tug)
366932120 – TAKU WIND (tug)

Art Statham
Superintendent
Marine Communications and Traffic Services
Canadian Coast Guard – Western Region
Art.Statham@dfo-mpo.gc.ca
250-363-8922 Office
[redacted] ***Cell***

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Pike, Lindsey

From: Bain, Brian
Sent: 2017–November-27 12:53 PM
To: XPAC CCG RMB
Subject: Routine Call

The topic of the priority of communication that the Jake Shearer used to call MCTS came up at RMB. MCTS advises that it came in as a routine call, no decalaration of urgency or distress.

Brian A. Bain

Regional Director, Navigational Programs
Canadian Coast Guard
Fisheries & Oceans Canada / Government of Canada
Brian.Bain@dfo-mpo.gc.ca / Tel : 250-480-2943

Directeur régional, Programmes de navigation
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Bain@dfo-mpo.gc.ca / Tél : 250-480-2943

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Crooks, Robert

From: Supervisor.Rupert <Supervisor.Rupert@innav.gc.ca>
Sent: 2017–November-27 3:55 AM
To: CBSA - Marine Operations Centre; Lick, Gregory; CCG West MSOC / COSM Ouest GCC (DFO/MPO); NCC / CCN (DFO/MPO); CCG Western Aids to Navigation / Aides à la Navigation GCC (DFO/MPO); DFO.F PAC EROps / EROps PAC F.MPO; Jourdenais, Marc; Carlow, Theresa; Main Ops Officer / Agent principal des Ops (DFO/MPO); ROC1 / COR1 (DFO/MPO); Evans, Clay; Wiseman, Kara; PAC Radio Room / Salle de radio PAC (DFO/MPO); ENVIRONMENT CANADA (EC.CNUE-NEEC.EC@CANADA.CA); INFO@PPA.GC.CA; Victoria JRCC [DND]; Statham, Art; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Yerex, Laura; RCMP West Coast Marine Services; SITCEN [TC]; TC Marine Safety – Vancouver; Transportation Safety Board - Pacific
Subject: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDATE #3

UPDATE #3, 2017/11/27 0353 PST

ON-SCENE ASSISTANCE;

- TUG NORMA H MET WITH THE TUG GULF CAJUN AND TOOK THEIR BARGE IN TOW. THE GULF CAJUN IS ENROUTE TO THE JAKE SHEARER, ETA 0800
- AT 0131 PST THE WESTERN CANADA MARINE RESPONSE CORPORATION (WCMRC) VESSEL KAIEN SENTINEL DEPARTED PRINCE RUPERT FOR MILBANKE SOUND.
- THE CCGC CAPE ST. JAMES RETURNED TO BASE
- AT 2233 PST THE WCMRC VESSEL EAGLE BAY DEPARTED PRINCE RUPERT FOR MILBANKE SOUND WITH THE GIL SENTINEL AND SENTINEL 26 IN TOW.

UPDATE #2, 2017/11/26 2225 PST

BARGE: ZIDEL277

- ANCHORED IN POSITION 51 51.7'N 128 29.5'W
- BARGE DIMENSIONS; 420' X 75'

CORRECTED FUEL AMOUNTS;

- ON BARGE TOTAL 78770.77 BARRELS (COMBINED DIESEL AND GASOLINE)
- ON TUG TOTAL 71180 GALLONS DIESEL

DAMAGE;

- UNAWARE OF ANY STRUCTURAL DAMAGE TO TUG OR BARGE.
- NOT AWARE OF ANY WATER INGRESS ON THE TUG OR BARGE.
- TUG;
  - LOCKING PINS ARE DAMAGED
  - GANGWAY IS BROKEN

ON-SCENE ASSISTANCE;

- CCGS GORDON REID ARRIVED ON SCENE AT 1947 PST
- CCGC CAPE ST. JAMES ARRIVED ON SCENE AT 2200 PST
- TUG NORMA H DEPARTED RIVERS INLET AT 2225 PST, ETA 2017/11/27 0325 PST TO 0425 PST (5 TO 6 HOURS)

INTENTIONS;

- WAITING FOR THE NORMA H TO ARRIVE.

WEATHER;

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(FROM THE CCGC CAPE ST. JAMES AT 2200 PST)

- WIND: WEST 25-30 KTS
- SEAS: 12FT RUFF
- VISIBILITY: GOOD VISIBILITY
- SKIES: PARTLY CLOUDY

(FROM THE MARINE FORECAST ISSUED AT 2130 PST)

- STORM WARNING IN EFFECT. WIND SOUTHWEST 20 TO 30 KNOTS INCREASING TO SOUTH 30 TO 40 EARLY MONDAY MORNING AND TO SOUTH 40 TO 50 EARLY MONDAY AFATERNOON.
- SEAS 3 TO 5 METRES SUBSIDING TO 2 TO 3 AFTER MIDNIGHT THEN BUILDING TO 3 TO 4 LASTE MONDAY MORNING. SEAS BUILDING TO 5 MONDAY EVENING.

TIDES (GOSLING ISLAND #8906);

- HIGH TIDE 2017/11/26 1806 PST 3.3 METRES
- LOW TIDE 2017/11/27 0045 PST 1.5 METRES
- HIGH TIDE 2017/11/27 0738 PST 3.5 METRES
- LOW TIDE 2017/11/27 1346 PST 2.0 METRES

UPDATE #1 – THE JAKE SHEARER PUT CREW ON THE BARGE AND WERE ABLE TO DROP THE ANCHOR ON THE BARGE IN POSITION 51 51.7N 128 29.5W AND APPEARS TO BE HOLDING. THE CCGS GORDON REID STILL ENROUTE AND NORMA H HAS NOT YET DROPPED BARGE IN RIVERS INLET. WEATHER IS 35-40KTS WSW AND 10-12FT SEAS.

MARINE OCCURRENCE REPORT
CANADIAN COAST GUARD – WESTERN REGION – PRINCE RUPERT MCTS

GENERAL DATA – MARINE OCCURRENCE REPORT					
VESSEL NAME/CALL SIGN/REG :	JAKE SHEARER/WDI8655				
JRCC INCIDENT # :	V17- 3090	PRIORITY:	Routine	BROADCAST:	NO
INCIDENT START TIME:	26/Nov/2017 1541PST				
INCIDENT END TIME:	ONGOING				
NATURE OF INCIDENT:	BARGE BROKEN FREE FROM TUG				
PERSONS ON BOARD:	9POB	LOSS OF LIFE:	NO		
POSITION (GPS / GEOGRAPHIC):	51 45.78N 128 20.1W QUEEN CHARLOTTE SOUND				
VESSEL PARTICULARS					
LOA:	34M	TYPE:	ARTICULATED TUG AND BARGE	CFV #:	
MMSI:	367740790	GRT/DWT:		IMO:	1255668
DESTINATION:	SKAGWAY, ALASKA	LAST PORT:	CHERRY POINT, WASHINGTON	CARGO:	1.8 MILLION GALLONS DIESEL, 468,000 GALLONS UNLEADED GASOLINE
FLAG:	US	OWNER/ AGENT CONTACT:	HARCO MARINE	SHIP PHONE/SAT PHONE:	
ADDITIONAL VESSEL DETAILS:	ARTICULATED TUG AND BARGE				
SITUATION DETAILS					

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SITREP/RESOLUTION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
INTENTIONS OF MASTER:	MONITORING THE BARGE AND ENSURING THE SAFETY OF CREW ON BOARD.
ON-SCENE ASSISTANCE:	CCGS GORDON REID, TUG NORMA H, TUG NORTH ARM PROWLER, TUG OCEAN CLIPPER, TUG GULF CAJUN, EAGLE BAY, GIL SENTINEL, SENTINEL 26
POLLUTION/NAV HAZARD:	HIGH POTENTIAL

WEATHER DETAILS

VISIBILITY:		WIND (KNOTS):	40-50KTS, CALMING DOWN TO 15-20KTS BY 1641PST
SEA STATE:	10-12FT	TIDE/CURRENT:	N/A

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)

JRCC VICTORIA	26/Nov/2017 1546PST
ROC (IF POLLUTION PRESENT OR RISK OF DISCHARGE)	26/Nov/2017 1546PST
TSB SAFETY OFFICER (COMMERCIAL VESSEL ONLY OR LOSS OF LIFE ON ANY VESSEL)	
TC MARINE SAFETY	
VANCOUVER HBR MASTER (ONLY IF WITHIN OR BOUND FOR VANCOUVER HARBOUR)	
PRINCE RUPERT HBR MASTER (ONLY IF WITHIN OR BOUND FOR PRINCE RUPERT HARBOUR)	
USCG VTS PUGET SOUND (CVTS WATERS)	
MCTS OFFICER:	CY/RM
MCTS WATCH SUPERVISOR:	CY

PRINCE RUPERT MARINE COMMUNICATIONS AND TRAFFIC SERVICES
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
SUPERVISOR.RUPERT@INNAV.GC.CA / **TEL: 250-627-3070 / FAX: 250-624-9075**

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Crooks, Robert

From: Supervisor.Rupert <Supervisor.Rupert@innav.gc.ca>
Sent: 2017–November-27 9:17 AM
To: CBSA - Marine Operations Centre; Lick, Gregory; CCG West MSOC / COSM Ouest GCC (DFO/MPO); NCC / CCN (DFO/MPO); CCG Western Aids to Navigation / Aides à la Navigation GCC (DFO/MPO); DFO.F PAC EROps / EROps PAC F.MPO; Jourdenais, Marc; Carlow, Theresa; Main Ops Officer / Agent principal des Ops (DFO/MPO); ROC1 / COR1 (DFO/MPO); Evans, Clay; Wiseman, Kara; PAC Radio Room / Salle de radio PAC (DFO/MPO); ENVIRONMENT CANADA (EC.CNUE-NEEC.EC@CANADA.CA); INFO@PPA.GC.CA; Victoria JRCC [DND]; Statham, Art; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Yerex, Laura; RCMP West Coast Marine Services; SITCEN [TC]; TC Marine Safety – Vancouver; Transportation Safety Board - Pacific
Subject: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDATE #4

UPDATE #4, 2017/11/27 0908 PST

ON-SCENE ASSISTANCE;

- AT 0422 PST THE TUG INGENIKA DEPARTED PRINCE RUPERT WITH A LOADED EQUIPMENT BARGE, ETA FOR BELLA BELLA 28/1500PST
  0915 THE EAGLE BAY AWAITING INSTRUCTION IN KLEMTU
- AT 0753 PST THE TUG GULFCAJUN ARRIVED ON SCENE AND WAS ATTEMPTING TO RECOVER THE EMERGENCY TOW WIRE
- AT 0854 PST THE GULF CAJUN HAS THE BARGE UNDER TOW. THE CREW ON THE BARGE ARE ATTEMPTING TO GET THE ANCHOR UP PROPERLY AS THE ANCHOR CHAIN FELL OFF THE SLED. THE JAKE SHEARER ALSO REPORTED THAT THEY HAD TAKEN ON 1700 GALLONS OF WATER ON THEIR PORT BOW #1 FUEL TAKE. THEY INDICATED THE INGRESS IS UNDER CONRTROL AND THERE IS LOTS OF SPACE TO TRANSFER FUEL TO THE STARBOARD SIDE TO PERVENT FURTHER LISTING. INTENTIONS OF THE GULF CAJUN AND THE JAKE SHEARER ARE UNKNOWN RIGHT NOW.

SM/CY

UPDATE #3, 2017/11/27 0353 PST

ON-SCENE ASSISTANCE;

- TUG NORMA H MET WITH THE TUG GULF CAJUN AND TOOK THEIR BARGE IN TOW. THE GULF CAJUN IS ENROUTE TO THE JAKE SHEARER, ETA 0800
- AT 0131 PST THE WESTERN CANADA MARINE RESPONSE CORPORATION (WCMRC) VESSEL KAIEN SENTINEL DEPARTED PRINCE RUPERT FOR MILBANKE SOUND.
- THE CCGC CAPE ST. JAMES RETURNED TO BASE
- AT 2233 PST THE WCMRC VESSEL EAGLE BAY DEPARTED PRINCE RUPERT FOR MILBANKE SOUND WITH THE GIL SENTINEL AND SENTINEL 26 IN TOW.

UPDATE #2, 2017/11/26 2225 PST

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

BARGE: ZIDEL277

- ANCHORED IN POSITION 51 51.7'N 128 29.5'W
- BARGE DIMENSIONS; 420' X 75'

CORRECTED FUEL AMOUNTS;

- ON BARGE TOTAL 78770.77 BARRELS (COMBINED DIESEL AND GASOLINE)
- ON TUG TOTAL 71180 GALLONS DIESEL

DAMAGE;

- UNAWARE OF ANY STRUCTURAL DAMAGE TO TUG OR BARGE.
- NOT AWARE OF ANY WATER INGRESS ON THE TUG OR BARGE.
- TUG;
  - LOCKING PINS ARE DAMAGED
  - GANGWAY IS BROKEN

ON-SCENE ASSISTANCE;

- CCGS GORDON REID ARRIVED ON SCENE AT 1947 PST
- CCGC CAPE ST. JAMES ARRIVED ON SCENE AT 2200 PST
- TUG NORMA H DEPARTED RIVERS INLET AT 2225 PST, ETA 2017/11/27 0325 PST TO 0425 PST (5 TO 6 HOURS)

INTENTIONS;

- WAITING FOR THE NORMA H TO ARRIVE.

WEATHER;

(FROM THE CCGC CAPE ST. JAMES AT 2200 PST)

- WIND: WEST 25-30 KTS
- SEAS: 12FT RUFF
- VISIBILITY: GOOD VISIBILITY
- SKIES: PARTLY CLOUDY

(FROM THE MARINE FORECAST ISSUED AT 2130 PST)

- STORM WARNING IN EFFECT. WIND SOUTHWEST 20 TO 30 KNOTS INCREASING TO SOUTH 30 TO 40 EARLY MONDAY MORNING AND TO SOUTH 40 TO 50 EARLY MONDAY AFATERNOON.
- SEAS 3 TO 5 METRES SUBSIDING TO 2 TO 3 AFTER MIDNIGHT THEN BUILDING TO 3 TO 4 LASTE MONDAY MORNING. SEAS BUILDING TO 5 MONDAY EVENING.

TIDES (GOSLING ISLAND #8906);

- HIGH TIDE 2017/11/26 1806 PST 3.3 METRES
- LOW TIDE 2017/11/27 0045 PST 1.5 METRES
- HIGH TIDE 2017/11/27 0738 PST 3.5 METRES
- LOW TIDE 2017/11/27 1346 PST 2.0 METRES

UPDATE #1 – THE JAKE SHEARER PUT CREW ON THE BARGE AND WERE ABLE TO DROP THE ANCHOR ON THE BARGE IN POSITION 51 51.7N 128 29.5W AND APPEARS TO BE HOLDING. THE CCGS GORDON REID STILL ENROUTE AND NORMA H HAS NOT YET DROPPED BARGE IN RIVERS INLET. WEATHER IS 35-40KTS WSW AND 10-12FT SEAS.

MARINE OCCURRENCE REPORT
CANADIAN COAST GUARD – WESTERN REGION – PRINCE RUPERT MCTS

GENERAL DATA – MARINE OCCURRENCE REPORT					
VESSEL NAME/CALL SIGN/REG :	JAKE SHEARER/WDI8655				
JRCC INCIDENT # :	V17- 3090	PRIORITY:	Routine	BROADCAST:	NO

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INCIDENT START TIME:	26/Nov/2017 1541PST				
INCIDENT END TIME:	ONGOING				
NATURE OF INCIDENT:	BARGE BROKEN FREE FROM TUG				
PERSONS ON BOARD:	9POB	LOSS OF LIFE:	NO		
POSITION (GPS / GEOGRAPHIC):	51 45.78N 128 20.1W QUEEN CHARLOTTE SOUND				
VESSEL PARTICULARS					
LOA:	34M	TYPE:	ARTICULATED TUG AND BARGE	CFV #:	
MMSI:	367740790	GRT/DWT:		IMO:	1255668
DESTINATION:	SKAGWAY, ALASKA	LAST PORT:	CHERRY POINT, WASHINGTON	CARGO:	1.8 MILLION GALLONS DIESEL, 468,000 GALLONS UNLEADED GASOLINE
FLAG:	US	OWNER/ AGENT CONTACT:	HARCO MARINE	SHIP PHONE/SAT PHONE:	
ADDITIONAL VESSEL DETAILS:	ARTICULATED TUG AND BARGE				
SITUATION DETAILS					
SITREP/RESOLUTION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.				
INTENTIONS OF MASTER:	MONITORING THE BARGE AND ENSURING THE SAFETY OF CREW ON BOARD.				
ON-SCENE ASSISTANCE:	CCGS GORDON REID, TUG NORMA H, TUG NORTH ARM PROWLER, TUG OCEAN CLIPPER, TUG GULF CAJUN, EAGLE BAY, GIL SENTINEL, SENTINEL 26				
POLLUTION/NAV HAZARD:	HIGH POTENTIAL				
WEATHER DETAILS					
VISIBILITY:		WIND (KNOTS):	40-50KTS, CALMING DOWN TO 15-20KTS BY 1641PST		
SEA STATE:	10-12FT	TIDE/CURRENT:	N/A		

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)	
JRCC VICTORIA	26/Nov/2017 1546PST
ROC (IF POLLUTION PRESENT OR RISK OF DISCHARGE)	26/Nov/2017 1546PST
TSB SAFETY OFFICER	

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(COMMERCIAL VESSEL ONLY OR LOSS OF LIFE ON ANY VESSEL)	
TC MARINE SAFETY	
VANCOUVER HBR MASTER (ONLY IF WITHIN OR BOUND FOR VANCOUVER HARBOUR)	
PRINCE RUPERT HBR MASTER (ONLY IF WITHIN OR BOUND FOR PRINCE RUPERT HARBOUR)	
USCG VTS PUGET SOUND (CVTS WATERS)	
MCTS OFFICER:	CY/RM
MCTS WATCH SUPERVISOR:	CY

PRINCE RUPERT MARINE COMMUNICATIONS AND TRAFFIC SERVICES
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
SUPERVISOR.RUPERT@INNAV.GC.CA / **TEL: 250-627-3070 / FAX: 250-624-9075**

Fisheries and Oceans Canada / Pêches et Océans Canada
Canadian Coast Guard / Garde côtière canadienne
Canada

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Crooks, Robert

From: Supervisor.Rupert <Supervisor.Rupert@innav.gc.ca>
Sent: 2017–November-27 6:49 PM
To: CBSA - Marine Operations Centre; Lick, Gregory; CCG West MSOC / COSM Ouest GCC (DFO/MPO); NCC / CCN (DFO/MPO); CCG Western Aids to Navigation / Aides à la Navigation GCC (DFO/MPO); DFO.F PAC EROps / EROps PAC F.MPO; Jourdenais, Marc; Carlow, Theresa; Main Ops Officer / Agent principal des Ops (DFO/MPO); ROC1 / COR1 (DFO/MPO); Evans, Clay; Wiseman, Kara; PAC Radio Room / Salle de radio PAC (DFO/MPO); ENVIRONMENT CANADA (EC.CNUE-NEEC.EC@CANADA.CA); INFO@PPA.GC.CA; Victoria JRCC [DND]; Statham, Art; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Yerex, Laura; RCMP West Coast Marine Services; SITCEN [TC]; TC Marine Safety – Vancouver; Transportation Safety Board - Pacific
Cc: Statham, Art
Subject: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDATE #6

UPDATE #6, 2017/11/27 1844 PST

- AT 1705 PST THE CCGC CAPE ST JAMES ARRIVED ON SCENE WITH THE JAKE SHEARER AND GULF CAJUN. THE CCGC CAPE ST JAMES HAS TWO BELLA BELLA REPRESENTATIVES ON BOARD.
- AT 1836 PST THE TUG JAKE SHEARER AND THE TUG GULF CAJUN WITH THE ZIDEL 277 ARRIVED IN NORMAN MORRISON BAY. THE JAKE SHEARER AND ZIDEL 277 INDICATED THEY HAVE 900 FEET OF CABLE DOWN ON THE BOTTOM AND WILL START TO CHECK FOR DAMAGE TO THE VESSEL.
- AT 1838 PST THE ROC INDICATED THE TUG EARL W. REDD WAS UNDERWAY TO ASSIST THE JAKE SHEARER WITH THE TOW.

SM/CY

UPDATE #5, 2017/11/27 1021 PST

- AT 1000 PST JRCC REPORTED THAT THE TUG JAKE SHEARER WILL BE HEADING NORTHBOUND TO CALMER WATER. TWO CREW WILL REMAIN ON THE ZIDEL 277 (BARGE). THE GULF CAJUN WILL ALSO HEAD NORTHBOUND FOR CALMER WATERS. CCGS GORDON REID WILL ESCORT THE TUG GULF CAJUN.
- AT 1018 PST THE JAKE SHEARER REPORTED THEY WILL STAY WITH THE GULF CAJUN AS FAR AS EMMALINE BANK/SEAFORTH CAHNNEL AREA. ONCE IN CALMER WATERS THEY WILL ADVISE OF FURTHER DECISIONS. THE ANCHOR FOR THE BARGE IS STILL NOT FULLY STOWED.

LR/CY

UPDATE #4, 2017/11/27 0908 PST

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ON-SCENE ASSISTANCE;

- AT 0422 PST THE TUG INGENIKA DEPARTED PRINCE RUPERT WITH A LOADED EQUIPMENT BARGE, ETA FOR BELLA BELLA 28/1500PST
  0915 THE EAGLE BAY AWAITING INSTRUCTION IN KLEMTU
- AT 0422 PST THE TUG INGENIKA DEPARTED PRINCE RUPERT WITH A LOADED EQUIPMENT BARGE.
- AT 0753 PST THE TUG GULFCAJUN ARRIVED ON SCENE AND WAS ATTEMPTING TO RECOVER THE EMERGENCY TOW WIRE
- AT 0854 PST THE GULF CAJUN HAS THE BARGE UNDER TOW. THE CREW ON THE BARGE ARE ATTEMPTING TO GET THE ANCHOR UP PROPERLY AS THE ANCHOR CHAIN FELL OFF THE SLED. THE JAKE SHEARER ALSO REPORTED THAT THEY HAD TAKEN ON 1700 GALLONS OF WATER ON THEIR PORT BOW #1 FUEL TAKE. THEY INDICATED THE INGRESS IS UNDER CONRTROL AND THERE IS LOTS OF SPACE TO TRANSFER FUEL TO THE STARBOARD SIDE TO PERVENT FURTHER LISTING. INTENTIONS OF THE GULF CAJUN AND THE JAKE SHEARER ARE UNKNOWN RIGHT NOW

SM/CY

UPDATE #3, 2017/11/27 0353 PST

ON-SCENE ASSISTANCE;

- TUG NORMA H MET WITH THE TUG GULF CAJUN AND TOOK THEIR BARGE IN TOW. THE GULF CAJUN IS ENROUTE TO THE JAKE SHEARER, ETA 0800
- AT 0131 PST THE WESTERN CANADA MARINE RESPONSE CORPORATION (WCMRC) VESSEL KAIEN SENTINEL DEPARTED PRINCE RUPERT FOR MILBANKE SOUND.
- THE CCGC CAPE ST. JAMES RETURNED TO BASE
- AT 2233 PST THE WCMRC VESSEL EAGLE BAY DEPARTED PRINCE RUPERT FOR MILBANKE SOUND WITH THE GIL SENTINEL AND SENTINEL 26 IN TOW.

UPDATE #2, 2017/11/26 2225 PST

BARGE: ZIDEL277

- ANCHORED IN POSITION 51 51.7'N 128 29.5'W
- BARGE DIMENSIONS; 420' X 75'

CORRECTED FUEL AMOUNTS;

- ON BARGE TOTAL 78770.77 BARRELS (COMBINED DIESEL AND GASOLINE)
- ON TUG TOTAL 71180 GALLONS DIESEL

DAMAGE;

- UNAWARE OF ANY STRUCTURAL DAMAGE TO TUG OR BARGE.
- NOT AWARE OF ANY WATER INGRESS ON THE TUG OR BARGE.
- TUG;
  - LOCKING PINS ARE DAMAGED
  - GANGWAY IS BROKEN

ON-SCENE ASSISTANCE;

- CCGS GORDON REID ARRIVED ON SCENE AT 1947 PST
- CCGC CAPE ST. JAMES ARRIVED ON SCENE AT 2200 PST
- TUG NORMA H DEPARTED RIVERS INLET AT 2225 PST, ETA 2017/11/27 0325 PST TO 0425 PST (5 TO 6 HOURS)

INTENTIONS;

- WAITING FOR THE NORMA H TO ARRIVE.

WEATHER;

(FROM THE CCGC CAPE ST. JAMES AT 2200 PST)

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- WIND: WEST 25-30 KTS
- SEAS: 12FT RUFF
- VISIBILITY: GOOD VISIBILITY
- SKIES: PARTLY CLOUDY

(FROM THE MARINE FORECAST ISSUED AT 2130 PST)

- STORM WARNING IN EFFECT. WIND SOUTHWEST 20 TO 30 KNOTS INCREASING TO SOUTH 30 TO 40 EARLY MONDAY MORNING AND TO SOUTH 40 TO 50 EARLY MONDAY AFATERNOON.
- SEAS 3 TO 5 METRES SUBSIDING TO 2 TO 3 AFTER MIDNIGHT THEN BUILDING TO 3 TO 4 LASTE MONDAY MORNING. SEAS BUILDING TO 5 MONDAY EVENING.

TIDES (GOSLING ISLAND #8906);

- HIGH TIDE 2017/11/26 1806 PST 3.3 METRES
- LOW TIDE 2017/11/27 0045 PST 1.5 METRES
- HIGH TIDE 2017/11/27 0738 PST 3.5 METRES
- LOW TIDE 2017/11/27 1346 PST 2.0 METRES

UPDATE #1 – THE JAKE SHEARER PUT CREW ON THE BARGE AND WERE ABLE TO DROP THE ANCHOR ON THE BARGE IN POSITION 51 51.7N 128 29.5W AND APPEARS TO BE HOLDING. THE CCGS GORDON REID STILL ENROUTE AND NORMA H HAS NOT YET DROPPED BARGE IN RIVERS INLET. WEATHER IS 35-40KTS WSW AND 10-12FT SEAS.

MARINE OCCURRENCE REPORT
CANADIAN COAST GUARD – WESTERN REGION – PRINCE RUPERT MCTS

GENERAL DATA – MARINE OCCURRENCE REPORT					
VESSEL NAME/CALL SIGN/REG :	JAKE SHEARER/WDI8655				
JRCC INCIDENT # :	V17- 3090	PRIORITY:	Routine	BROADCAST:	NO
INCIDENT START TIME:	26/Nov/2017 1541PST				
INCIDENT END TIME:	ONGOING				
NATURE OF INCIDENT:	BARGE BROKEN FREE FROM TUG				
PERSONS ON BOARD:	9POB	LOSS OF LIFE:	NO		
POSITION (GPS / GEOGRAPHIC):	51 45.78N 128 20.1W QUEEN CHARLOTTE SOUND				
VESSEL PARTICULARS					
LOA:	34M	TYPE:	ARTICULATED TUG AND BARGE	CFV #:	
MMSI:	367740790	GRT/DWT:		IMO:	1255668
DESTINATION:	SKAGWAY, ALASKA	LAST PORT:	CHERRY POINT, WASHINGTON	CARGO:	1.8 MILLION GALLONS DIESEL, 468,000 GALLONS UNLEADED GASOLINE
FLAG:	US	OWNER/ AGENT CONTACT:	HARCO MARINE	SHIP PHONE/SAT PHONE:	
ADDITIONAL VESSEL DETAILS:	ARTICULATED TUG AND BARGE				
SITUATION DETAILS					
SITREP/RESOLUTION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK				

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	BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
INTENTIONS OF MASTER:	MONITORING THE BARGE AND ENSURING THE SAFETY OF CREW ON BOARD.
ON-SCENE ASSISTANCE:	CCGS GORDON REID, TUG NORMA H, TUG NORTH ARM PROWLER, TUG OCEAN CLIPPER, TUG GULF CAJUN, EAGLE BAY, GIL SENTINEL, SENTINEL 26
POLLUTION/NAV HAZARD:	HIGH POTENTIAL

WEATHER DETAILS

VISIBILITY:		WIND (KNOTS):	40-50KTS, CALMING DOWN TO 15-20KTS BY 1641PST
SEA STATE:	10-12FT	TIDE/CURRENT:	N/A

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)

JRCC VICTORIA	26/Nov/2017 1546PST
ROC (IF POLLUTION PRESENT OR RISK OF DISCHARGE)	26/Nov/2017 1546PST
TSB SAFETY OFFICER (COMMERCIAL VESSEL ONLY OR LOSS OF LIFE ON ANY VESSEL)	
TC MARINE SAFETY	
VANCOUVER HBR MASTER (ONLY IF WITHIN OR BOUND FOR VANCOUVER HARBOUR)	
PRINCE RUPERT HBR MASTER (ONLY IF WITHIN OR BOUND FOR PRINCE RUPERT HARBOUR)	
USCG VTS PUGET SOUND (CVTS WATERS)	
MCTS OFFICER:	CY/RM
MCTS WATCH SUPERVISOR:	CY

PRINCE RUPERT MARINE COMMUNICATIONS AND TRAFFIC SERVICES
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
SUPERVISOR.RUPERT@INNAV.GC.CA / TEL: 250-627-3070 / FAX: 250-624-9075

Fisheries and Oceans Canada / Pêches et Océans Canada
Canadian Coast Guard / Garde côtière canadienne
Canada

000525

s.16(2)

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Crooks, Robert

From: Crooks, Robert
Sent: 2017–November-27 10:43 AM
To: Statham, Art
Subject: Tug JAKE SHEARER - MariWeb GoogleEarth Replay.
Attachments: Tug_JAKE_SHEARER_(2017-11-26-2245_2017-11-27-1645_GoogleEarth_replay).kml
Google Earth trajectory video can be requested separately
Screen shot of video image located elsewhere on file

Art,

Attached is a MariWeb GoogleEarth replay of the tug JAKE SHEARER incident. The replay starts at 1445 PST on Sunday, November 26th, and ends at 0845 PST this morning. Analysis of the replay shows that the incident appears to have started around 1543 PST on the 26th when the vessel seems to have briefly stopped and then turned about.

This recording only contains information on the tug as it is based solely on AIS data; the barge is not tracked. Also, this is only a replay of the tug's movements, no other vessels are in this replay.

Bob

Bob Crooks
Regional Program Specialist – MCTS Western
Spécialiste du programme régional – SCTM de la région de l'ouest
☎ 250-363-8952 – Telephone / Téléphone
☎ [redacted] – Mobile / Sans fil
Robert.Crooks@dfo-mpo.gc.ca
http://www.ccg-gcc.gc.ca/Marine-Communications/Home
Like us on Facebook! / Aimez notre page Facebook!
Follow us on Twitter! / Suivez-nous sur Twitter !

s.16(2)

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Crooks, Robert

From: Crooks, Robert
Sent: 2017–November-27 11:28 AM
To: Statham, Art
Subject: FW: Tug JAKE SHEARER - Updated GoogleEarth Replay showing All AIS Contacts in the Area.
Attachments: Tug_JAKE_SHEARER_(2017-11-26-2245_2017-11-27-1645 _raw_data_all_vessels_in_area).kml

Google Earth trajectory video can be requested separately

Art,

Here is an updated GoogleEarth replay showing all AIS contacts in the area of the tug JAKE SHEARER incident. The relay time is from 2245 UTC (1445 PST) on the 26th until 1645 UTC (0845 PST) this morning.

During the replay, you can turn off the AIS data for the following vessels as they are not part of the incident or resolution:

316004328 – CENTRAL COASTS (cargo vessel)
316005448 – VIKING STORM (fishing vessel)
316005551 – NORTH ARM PROWLER (tug)
366932120 – TAKU WIND (tug)

Bob

Bob Crooks
Regional Program Specialist – MCTS Western
Spécialiste du programme régional – SCTM de la région de l'ouest
☎ 250-363-8952 – Telephone / Téléphone
☎ [redacted] – Mobile / Sans fil
Robert.Crooks@dfo-mpo.gc.ca
http://www.ccg-gcc.gc.ca/Marine-Communications/Home
Like us on Facebook! / Aimez notre page Facebook!
Follow us on Twitter! / Suivez-nous sur Twitter !

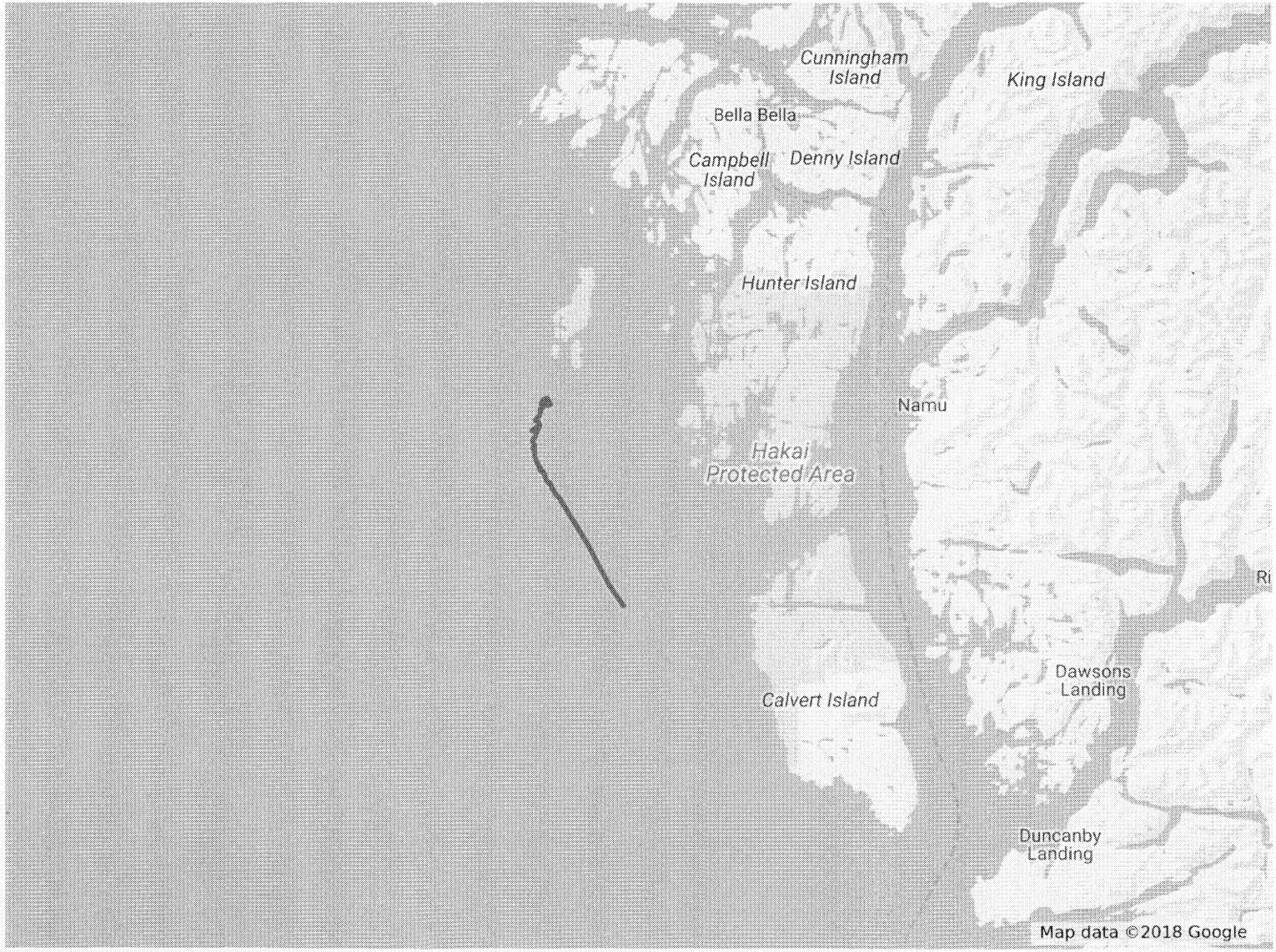
Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

Jake Sharer VAJ

query_20171127_172335_42_001

367740790

MMSI: 367740790



s.19(1)

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Joy, Nickolas

From: McNish, Joanne
Sent: November-27-17 9:38 PM
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: Fw: Jake Shearer Winding Down

For distribution to the ROC team.

Good job all. Thanks
Joanne

Sent by BB

From: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 3:29 PM
To: XPAC CCG RMB
Subject: FW: Jake Shearer Winding Down

We'll slowly close this one out now.
Thanks to you all.

From: Hutchinson, Jeffery
Sent: Monday, November 27, 2017 3:24 PM
To: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>; Robert Dick (Robert.Dick@tc.gc.ca) <Robert.Dick@tc.gc.ca>; Reid, Rebecca <Rebecca.Reid@dfo-mpo.gc.ca>; 'Catherine Lappe' <Catherine.Lappe@aandc-aadnc.gc.ca>; Sloan, Naina (NRCAN/RNCAN) <naina.sloan@canada.ca>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; 'Myers, Yvette' <Yvette.Myers@tc.gc.ca>
Subject: Re: Jake Shearer Winding Down

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Girouard, Roger
Sent: Monday, November 27, 2017 6:21 PM
To: Hutchinson, Jeffery; Pelletier, Mario; Robert Dick (Robert.Dick@tc.gc.ca); Reid, Rebecca; 'Catherine Lappe'; Sloan, Naina (NRCAN/RNCAN); Ivany, Gary; 'Myers, Yvette'
Subject: Jake Shearer Winding Down

As the barge passes by the grounding site of the NES, we are taking oversight of the incident from JRCC. We expect to have the barge at anchor at Norman Morrison Bay (NE of Bella Bella) at 1700L. Units will remain in support as inspections of tug and barge take place. We will assist TC in later endeavor.
Risk of pollution event has reduced significantly, so response assets are being held or redirected. Bartlett will continue to PH, ETA tomorrow first light.
Media call-in occurred, fairly light. Opportunity to set the record straight.

Roger Girouard
Assistant Commissioner | Commissaire adjoint

No information has been removed or severed from this page

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Assistant Commissioner's Office | Bureau du commissaire adjoint
Canadian Coast Guard, Western Region | Garde côtière canadienne, Région de l'Ouest
25 Huron St, Victoria BC V8V 4V9 | 25, rue Huron, Victoria (C.-B.) V8V 4V9
Government of Canada | Gouvernement du Canada
roger.girouard@dfo-mpo.gc.ca
Telephone | Téléphone 250-480-2765

s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Joy, Nickolas

From: McNish, Joanne
Sent: November-27-17 6:01 PM
To: Gordon Reid
Subject: Fw: EOC Status

Captain Mancey,
You will be reading this after a very long day, and long few days.

I would like to acknowledge yours and your crews professionalism and steadfastness during this incident, and the past few days. A credit to the Coast Guard, thank you.

I will be only on call tonight, and a 3 person crew in the EOC (ROC) has stood up from midnight to 0500. Phil Murdock is Director EOC currently, but will retire at some point. See below.

Please don't hesitate to call if situation changes.

Great job.
Joanne

Sent by BB

From: McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 5:42 PM
To: Murdock, Philip; Bennett, Bob
Cc: Wootton, Brian; Brady, Jeff; Girouard, Roger; Hunt, Cliff; Heap, David; Bain, Brian; CCGS Sir WIlfrid Laurier; ROC Planning Officer / agent de planification COR (DFO/MPO); Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO)
Subject: EOC Status

Phil/Bob,
I just spoke with Brian.

Given the following:

- Gulf Cajun closing on safe anchorage
- ICP stood up in Port Hardy
- Elder [redacted] onboard Gordon Reid
- Actions in place for booming the tug, Jake Scheerer

Bob - once vessel at anchor, stand down and carry on with off-site training tomorrow
Phil - EOC director. Own discretion, once situation stabilized, to stand down
Brian - turn to tomorrow AM
Joanne - turn to tomorrow in EOC at 0500

EOC crew to remain 2+ alerting desk during night.
Cinzia - Alerting desk/ROC experience - extra

s.19(1)

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Ashley - Alerting Officer - was on desk last night
Kyra Nabetta - Fleet experience/NCC experience/EOC
Captain Noon available onboard Laurier

Rhian McKee - Dep Supt ROC - duty Officer ROC
Andrea Middleton, A/Superintendent ROC

Any issues, call Brian, Joanne, Phil.

Joanne - 250 589-2737
Brian - [redacted]

Joanne

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Joy, Nickolas

From: McNish, Joanne
Sent: November-27-17 10:25 AM
To: Brady, Jeff
Subject: Re: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer

Thank you

Sent by BB

From: Brady, Jeff
Sent: Monday, November 27, 2017 7:47 AM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Wootton, Brian; Murdock, Philip
Cc: McNish, Joanne; NCC / CCN (DFO/MPO); Raymond, Chris (EC/EC) (chris.raymond@canada.ca); Chiang, Eric
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer

Attached are media files for a MASS release, if it occurred.

Please be careful when interpreting this, as it is a worst case scenario (Instantaneous release of all oils). It is much more realistic to have a slow release over 72hs, which has also been requested.

As well, the grey show where oil was, not is.

WMV file is a video.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

From: CNUE / NEEC (EC) [mailto:ec.cnue-neec.ec@canada.ca]
Sent: November-27-17 7:39 AM
To: Martens, Michael
Cc: Brady, Jeff
Subject: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Hi Mike,

Here are the trajectory model for diesel (24h) and the mass balance for the diesel and gasoline.

Please let me know if there are any problems with the attachments and if we can do anything else to support this response.

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Thanks

Thierry

Cell: [redacted]

Thierry Mezzana

Agent principal, Préparation et intervention, Centre national des urgences environnementales (CNUE)
Direction des activités de protection de l'environnement / Environnement et Changement climatique Canada / Gouvernement du Canada
thierry.mezzana@canada.ca / Tél. : 514-496-8583 / Cell : [redacted] Urgences 24/7 : 1-866-283-2333

Senior Officer, Preparedness and Response, National Environmental Emergencies Centre (NEEC)
Environmental Protection Operations Directorate / Environment and Climate Change Canada / Government of Canada
thierry.mezzana@canada.ca / Tel: 514-496-8583 / Cell : [redacted] / Emergencies 24/7 : 1-866-283-2333

s.16(2)
s.19(1)

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D'sa, Leslie

Subject: FW: TELE CONFERENCE - JAKE SHEARER REQUEST ATTENDANCE AT 0800PDT, NOV. 27

Start: Mon 11/27/2017 8:00 AM
End: Mon 11/27/2017 8:30 AM
Show Time As: Tentative

Recurrence: (none)

Organizer: ROC1 / COR1 (DFO/MPO)

Philip Murdock
Superintendent, Environmental Response
CCG Western Region

From: ROC1 / COR1 (DFO/MPO)
Sent: November 26, 2017 11:41 PM
To: Wootton, Brian; Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody; Imbeau, Michelle; JRCC Victoria / CCCS Victoria (DFO/MPO); [redacted] NCC / CCN (DFO/MPO); Admin_NCC / Admin_CCN (DFO/MPO); Ivany, Gary; Israr Waheed; Girouard, Roger; De Rainville, David; Bate, Dan; 'rod.pick@rcmp-grc.gc.ca'; 'Whitelaw, Tywana'; Girouard, Louise; 'CCGS Gordon Reid (ReidWH@grd.ccgs-ngcc.gc.ca)'; CCGS-NGCC, GordonReid Chief Officer
Subject: TELE CONFERENCE - JAKE SHEARER REQUEST ATTENDANCE AT 0800PDT, NOV. 27
When: November 27, 2017 8:00 AM-8:30 AM.
Where:

You are requested to attend a teleconference at 0800 PDT, November 27, 2017 regarding the 'Jake Shearer.'

Please dial 1-877-413-4781 and use conference ID [redacted] when prompted.

Please respond to this email to confirm you are able to attend.

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

D'sa, Leslie

From: Murdock, Philip
Sent: Monday, November 27, 2017 10:34 AM
To: Lee Hammond
Subject: Fw: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDATE #5

Latest. Note vessels now proceeding north bound.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Supervisor.Rupert <Supervisor.Rupert@innav.gc.ca>
Sent: Monday, November 27, 2017 10:28 AM
To: CBSA - Marine Operations Centre; Lick, Gregory; CCG West MSOC / COSM Ouest GCC (DFO/MPO); NCC / CCN (DFO/MPO); CCG Western Aids to Navigation / Aides à la Navigation GCC (DFO/MPO); DFO.F PAC EROps / EROps PAC F.MPO; Jourdenais, Marc; Carlow, Theresa; Main Ops Officer / Agent principal des Ops (DFO/MPO); ROC1 / COR1 (DFO/MPO); Evans, Clay; Wiseman, Kara; PAC Radio Room / Salle de radio PAC (DFO/MPO); ENVIRONMENT CANADA (EC.CNUE-NEEC.EC@CANADA.CA); INFO@PPA.GC.CA; Victoria JRCC [DND]; Statham, Art; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Yerex, Laura; RCMP West Coast Marine Services; SITCEN [TC]; TC Marine Safety – Vancouver; Transportation Safety Board - Pacific
Cc: Safety.Rupert
Subject: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDATE #5

UPDATE #5, 2017/11/27 1021 PST

- AT 1000 PST JRCC REPORTED THAT THE TUG JAKE SHEARER WILL BE HEADING NORTHBOUND TO CALMER WATER. TWO CREW WILL REMAIN ON THE ZIDEL 277 (BARGE). THE GULF CAJUN WILL ALSO HEAD NORTHBOUND FOR CALMER WATERS. CCGS GORDON REID WILL ESCORT THE TUG GULF CAJUN.
- AT 1018 PST THE JAKE SHEARER REPORTED THEY WILL STAY WITH THE GULF CAJUN AS FAR AS EMMALINE BANK/SEAFORTH CAHNNEL AREA. ONCE IN CALMER WATERS THEY WILL ADVISE OF FURTHER DECISIONS. THE ANCHOR FOR THE BARGE IS STILL NOT FULLY STOWED.

LR/CY

UPDATE #4, 2017/11/27 0908 PST

ON-SCENE ASSISTANCE;

- AT 0422 PST THE TUG INGENIKA DEPARTED PRINCE RUPERT WITH A LOADED EQUIPMENT BARGE, ETA FOR BELLA BELLA 28/1500PST
  0915 THE EAGLE BAY AWAITING INSTRUCTION IN KLEMTU
- AT 0422 PST THE TUG INGENIKA DEPARTED PRINCE RUPERT WITH A LOADED EQUIPMENT BARGE.
- AT 0753 PST THE TUG GULFCAJUN ARRIVED ON SCENE AND WAS ATTEMPTING TO RECOVER THE EMERGENCY TOW WIRE
- AT 0854 PST THE GULF CAJUN HAS THE BARGE UNDER TOW. THE CREW ON THE BARGE ARE ATTEMPTING TO GET THE ANCHOR UP PROPERLY AS THE ANCHOR CHAIN FELL OFF THE SLED. THE JAKE SHEARER ALSO REPORTED

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

THAT THEY HAD TAKEN ON 1700 GALLONS OF WATER ON THEIR PORT BOW #1 FUEL TAKE. THEY INDICATED THE INGRESS IS UNDER CONRTROL AND THERE IS LOTS OF SPACE TO TRANSFER FUEL TO THE STARBOARD SIDE TO PERVENT FURTHER LISTING. INTENTIONS OF THE GULF CAJUN AND THE JAKE SHEARER ARE UNKNOWN RIGHT NOW

SM/CY

UPDATE #3, 2017/11/27 0353 PST

ON-SCENE ASSISTANCE;

- TUG NORMA H MET WITH THE TUG GULF CAJUN AND TOOK THEIR BARGE IN TOW. THE GULF CAJUN IS ENROUTE TO THE JAKE SHEARER, ETA 0800
- AT 0131 PST THE WESTERN CANADA MARINE RESPONSE CORPORATION (WCMRC) VESSEL KAIEN SENTINEL DEPARTED PRINCE RUPERT FOR MILBANKE SOUND.
- THE CCGC CAPE ST. JAMES RETURNED TO BASE
- AT 2233 PST THE WCMRC VESSEL EAGLE BAY DEPARTED PRINCE RUPERT FOR MILBANKE SOUND WITH THE GIL SENTINEL AND SENTINEL 26 IN TOW.

UPDATE #2, 2017/11/26 2225 PST

BARGE: ZIDEL277

- ANCHORED IN POSITION 51 51.7'N 128 29.5'W
- BARGE DIMENSIONS; 420' X 75'

CORRECTED FUEL AMOUNTS;

- ON BARGE TOTAL 78770.77 BARRELS (COMBINED DIESEL AND GASOLINE)
- ON TUG TOTAL 71180 GALLONS DIESEL

DAMAGE;

- UNAWARE OF ANY STRUCTURAL DAMAGE TO TUG OR BARGE.
- NOT AWARE OF ANY WATER INGRESS ON THE TUG OR BARGE.
- TUG;
    - LOCKING PINS ARE DAMAGED
    - GANGWAY IS BROKEN

ON-SCENE ASSISTANCE;

- CCGS GORDON REID ARRIVED ON SCENE AT 1947 PST
- CCGC CAPE ST. JAMES ARRIVED ON SCENE AT 2200 PST
- TUG NORMA H DEPARTED RIVERS INLET AT 2225 PST, ETA 2017/11/27 0325 PST TO 0425 PST (5 TO 6 HOURS)

INTENTIONS;

- WAITING FOR THE NORMA H TO ARRIVE.

WEATHER;

(FROM THE CCGC CAPE ST. JAMES AT 2200 PST)

- WIND: WEST 25-30 KTS
- SEAS: 12FT RUFF
- VISIBILITY: GOOD VISIBILITY
- SKIES: PARTLY CLOUDY

(FROM THE MARINE FORECAST ISSUED AT 2130 PST)

- STORM WARNING IN EFFECT. WIND SOUTHWEST 20 TO 30 KNOTS INCREASING TO SOUTH 30 TO 40 EARLY MONDAY MORNING AND TO SOUTH 40 TO 50 EARLY MONDAY AFATERNOON.
- SEAS 3 TO 5 METRES SUBSIDING TO 2 TO 3 AFTER MIDNIGHT THEN BUILDING TO 3 TO 4 LASTE MONDAY MORNING. SEAS BUILDING TO 5 MONDAY EVENING.

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TIDES (GOSLING ISLAND #8906);

- HIGH TIDE 2017/11/26 1806 PST 3.3 METRES
- LOW TIDE 2017/11/27 0045 PST 1.5 METRES
- HIGH TIDE 2017/11/27 0738 PST 3.5 METRES
- LOW TIDE 2017/11/27 1346 PST 2.0 METRES

UPDATE #1 – THE JAKE SHEARER PUT CREW ON THE BARGE AND WERE ABLE TO DROP THE ANCHOR ON THE BARGE IN POSITION 51 51.7N 128 29.5W AND APPEARS TO BE HOLDING. THE CCGS GORDON REID STILL ENROUTE AND NORMA H HAS NOT YET DROPPED BARGE IN RIVERS INLET. WEATHER IS 35-40KTS WSW AND 10-12FT SEAS.

MARINE OCCURRENCE REPORT
CANADIAN COAST GUARD – WESTERN REGION – PRINCE RUPERT MCTS

GENERAL DATA – MARINE OCCURRENCE REPORT					
VESSEL NAME/CALL SIGN/REG :	JAKE SHEARER/WDI8655				
JRCC INCIDENT # :	V17- 3090	PRIORITY:	Routine	BROADCAST:	NO
INCIDENT START TIME:	26/Nov/2017 1541PST				
INCIDENT END TIME:	ONGOING				
NATURE OF INCIDENT:	BARGE BROKEN FREE FROM TUG				
PERSONS ON BOARD:	9POB	LOSS OF LIFE:	NO		
POSITION (GPS / GEOGRAPHIC):	51 45.78N 128 20.1W QUEEN CHARLOTTE SOUND				
VESSEL PARTICULARS					
LOA:	34M	TYPE:	ARTICULATED TUG AND BARGE	CFV #:	
MMSI:	367740790	GRT/DWT:		IMO:	1255668
DESTINATION:	SKAGWAY, ALASKA	LAST PORT:	CHERRY POINT, WASHINGTON	CARGO:	1.8 MILLION GALLONS DIESEL, 468,000 GALLONS UNLEADED GASOLINE
FLAG:	US	OWNER/ AGENT CONTACT:	HARCO MARINE	SHIP PHONE/SAT PHONE:	
ADDITIONAL VESSEL DETAILS:	ARTICULATED TUG AND BARGE				
SITUATION DETAILS					
SITREP/RESOLUTION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST.				

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

	THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.
INTENTIONS OF MASTER:	MONITORING THE BARGE AND ENSURING THE SAFETY OF CREW ON BOARD.
ON-SCENE ASSISTANCE:	CCGS GORDON REID, TUG NORMA H, TUG NORTH ARM PROWLER, TUG OCEAN CLIPPER, TUG GULF CAJUN, EAGLE BAY, GIL SENTINEL, SENTINEL 26
POLLUTION/NAV HAZARD:	HIGH POTENTIAL

WEATHER DETAILS

VISIBILITY:		WIND (KNOTS):	40-50KTS, CALMING DOWN TO 15-20KTS BY 1641PST
SEA STATE:	10-12FT	TIDE/CURRENT:	N/A

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)

JRCC VICTORIA	26/Nov/2017 1546PST
ROC (IF POLLUTION PRESENT OR RISK OF DISCHARGE)	26/Nov/2017 1546PST
TSB SAFETY OFFICER (COMMERCIAL VESSEL ONLY OR LOSS OF LIFE ON ANY VESSEL)	
TC MARINE SAFETY	
VANCOUVER HBR MASTER (ONLY IF WITHIN OR BOUND FOR VANCOUVER HARBOUR)	
PRINCE RUPERT HBR MASTER (ONLY IF WITHIN OR BOUND FOR PRINCE RUPERT HARBOUR)	
USCG VTS PUGET SOUND (CVTS WATERS)	
MCTS OFFICER:	CY/RM
MCTS WATCH SUPERVISOR:	CY

PRINCE RUPERT MARINE COMMUNICATIONS AND TRAFFIC SERVICES
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
SUPERVISOR.RUPERT@INNAV.GC.CA / TEL: 250-627-3070 / FAX: 250-624-9075

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D'sa, Leslie

From: Murdock, Philip
Sent: Monday, November 27, 2017 10:35 AM
To: Martens, Michael; McCann, Timothy; Yager, Tyler; Goffic, Jody
Subject: Fw: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDATE #5

FYI and sharing with your your teams.

Philip
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Supervisor.Rupert <Supervisor.Rupert@innav.gc.ca>
Sent: Monday, November 27, 2017 10:28 AM
To: CBSA - Marine Operations Centre; Lick, Gregory; CCG West MSOC / COSM Ouest GCC (DFO/MPO); NCC / CCN (DFO/MPO); CCG Western Aids to Navigation / Aides à la Navigation GCC (DFO/MPO); DFO.F PAC EROps / EROps PAC F.MPO; Jourdenais, Marc; Carlow, Theresa; Main Ops Officer / Agent principal des Ops (DFO/MPO); ROC1 / COR1 (DFO/MPO); Evans, Clay; Wiseman, Kara; PAC Radio Room / Salle de radio PAC (DFO/MPO); ENVIRONMENT CANADA (EC.CNUE-NEEC.EC@CANADA.CA); INFO@PPA.GC.CA; Victoria JRCC [DND]; Statham, Art; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Yerex, Laura; RCMP West Coast Marine Services; SITCEN [TC]; TC Marine Safety – Vancouver; Transportation Safety Board - Pacific
Cc: Safety.Rupert
Subject: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDATE #5

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LR/CY

UPDATE #4, 2017/11/27 0908 PST

ON-SCENE ASSISTANCE;

- AT 0422 PST THE TUG INGENIKA DEPARTED PRINCE RUPERT WITH A LOADED EQUIPMENT BARGE, ETA FOR BELLA BELLA 28/1500PST
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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

THAT THEY HAD TAKEN ON 1700 GALLONS OF WATER ON THEIR PORT BOW #1 FUEL TAKE. THEY INDICATED THE INGRESS IS UNDER CONRTROL AND THERE IS LOTS OF SPACE TO TRANSFER FUEL TO THE STARBOARD SIDE TO PERVENT FURTHER LISTING. INTENTIONS OF THE GULF CAJUN AND THE JAKE SHEARER ARE UNKNOWN RIGHT NOW

SM/CY

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BARGE: ZIDEL277

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- BARGE DIMENSIONS; 420' X 75'

CORRECTED FUEL AMOUNTS;

- ON BARGE TOTAL 78770.77 BARRELS (COMBINED DIESEL AND GASOLINE)
- ON TUG TOTAL 71180 GALLONS DIESEL

DAMAGE;

- UNAWARE OF ANY STRUCTURAL DAMAGE TO TUG OR BARGE.
- NOT AWARE OF ANY WATER INGRESS ON THE TUG OR BARGE.
- TUG;
    - LOCKING PINS ARE DAMAGED
    - GANGWAY IS BROKEN

ON-SCENE ASSISTANCE;

- CCGS GORDON REID ARRIVED ON SCENE AT 1947 PST
- CCGC CAPE ST. JAMES ARRIVED ON SCENE AT 2200 PST
- TUG NORMA H DEPARTED RIVERS INLET AT 2225 PST, ETA 2017/11/27 0325 PST TO 0425 PST (5 TO 6 HOURS)

INTENTIONS;

- WAITING FOR THE NORMA H TO ARRIVE.

WEATHER;

(FROM THE CCGC CAPE ST. JAMES AT 2200 PST)

- WIND: WEST 25-30 KTS
- SEAS: 12FT RUFF
- VISIBILITY: GOOD VISIBILITY
- SKIES: PARTLY CLOUDY

(FROM THE MARINE FORECAST ISSUED AT 2130 PST)

- STORM WARNING IN EFFECT. WIND SOUTHWEST 20 TO 30 KNOTS INCREASING TO SOUTH 30 TO 40 EARLY MONDAY MORNING AND TO SOUTH 40 TO 50 EARLY MONDAY AFATERNOON.
- SEAS 3 TO 5 METRES SUBSIDING TO 2 TO 3 AFTER MIDNIGHT THEN BUILDING TO 3 TO 4 LASTE MONDAY MORNING. SEAS BUILDING TO 5 MONDAY EVENING.

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

TIDES (GOSLING ISLAND #8906);

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MARINE OCCURRENCE REPORT
CANADIAN COAST GUARD – WESTERN REGION – PRINCE RUPERT MCTS

GENERAL DATA – MARINE OCCURRENCE REPORT					
VESSEL NAME/CALL SIGN/REG :	JAKE SHEARER/WDI8655				
JRCC INCIDENT # :	V17- 3090	PRIORITY:	Routine	BROADCAST:	NO
INCIDENT START TIME:	26/Nov/2017 1541PST				
INCIDENT END TIME:	ONGOING				
NATURE OF INCIDENT:	BARGE BROKEN FREE FROM TUG				
PERSONS ON BOARD:	9POB	LOSS OF LIFE:	NO		
POSITION (GPS / GEOGRAPHIC):	51 45.78N 128 20.1W QUEEN CHARLOTTE SOUND				
VESSEL PARTICULARS					
LOA:	34M	TYPE:	ARTICULATED TUG AND BARGE	CFV #:	
MMSI:	367740790	GRT/DWT:		IMO:	1255668
DESTINATION:	SKAGWAY, ALASKA	LAST PORT:	CHERRY POINT, WASHINGTON	CARGO:	1.8 MILLION GALLONS DIESEL, 468,000 GALLONS UNLEADED GASOLINE
FLAG:	US	OWNER/ AGENT CONTACT:	HARCO MARINE	SHIP PHONE/SAT PHONE:	
ADDITIONAL VESSEL DETAILS:	ARTICULATED TUG AND BARGE				
SITUATION DETAILS					
SITREP/RESOLUTION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST.				

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	THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.		
INTENTIONS OF MASTER:	MONITORING THE BARGE AND ENSURING THE SAFETY OF CREW ON BOARD.		
ON-SCENE ASSISTANCE:	CCGS GORDON REID, TUG NORMA H, TUG NORTH ARM PROWLER, TUG OCEAN CLIPPER, TUG GULF CAJUN, EAGLE BAY, GIL SENTINEL, SENTINEL 26		
POLLUTION/NAV HAZARD:	HIGH POTENTIAL		
WEATHER DETAILS			
VISIBILITY:		WIND (KNOTS):	40-50KTS, CALMING DOWN TO 15-20KTS BY 1641PST
SEA STATE:	10-12FT	TIDE/CURRENT:	N/A

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)	
JRCC VICTORIA	26/Nov/2017 1546PST
ROC (IF POLLUTION PRESENT OR RISK OF DISCHARGE)	26/Nov/2017 1546PST
TSB SAFETY OFFICER (COMMERCIAL VESSEL ONLY OR LOSS OF LIFE ON ANY VESSEL)	
TC MARINE SAFETY	
VANCOUVER HBR MASTER (ONLY IF WITHIN OR BOUND FOR VANCOUVER HARBOUR)	
PRINCE RUPERT HBR MASTER (ONLY IF WITHIN OR BOUND FOR PRINCE RUPERT HARBOUR)	
USCG VTS PUGET SOUND (CVTS WATERS)	
MCTS OFFICER:	CY/RM
MCTS WATCH SUPERVISOR:	CY

PRINCE RUPERT MARINE COMMUNICATIONS AND TRAFFIC SERVICES
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
SUPERVISOR.RUPERT@INNAV.GC.CA **/ TEL: 250-627-3070 / FAX: 250-624-9075**

Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne
Canada

s.16(2)
s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

D'sa, Leslie

From: Murdock, Philip
Sent: Monday, November 27, 2017 10:46 AM
To: McCann, Timothy
Subject: Fw: Jake Shearer / Barge Incident

Call at noon today.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 7:04 AM
To: [redacted]
Cc: Brady, Jeff; [redacted]
Subject: Re: Jake Shearer / Barge Incident

Call in number:
1.877.413.4781

Dial "1" for English.

Participant number is [redacted]

Philip Murdock
Superintendent, Environmental Response
CCG

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [redacted]
Sent: Monday, November 27, 2017 3:34 AM
To: Murdock, Philip
Cc: Brady, Jeff; [redacted]
Subject: Re: Jake Shearer / Barge Incident

Mr Murdock
Can you please ass on the 0800 conf call information
Also the address we should arrive at in Port Hardy ?

We are catching the 0515 ferry and will be transit most of the morning

Respectfully

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[redacted]

HARLEY MARINE CRUISIN' FOR 30 YEARS

[redacted]
Harley Marine Services
[redacted]
P: [redacted] C: [redacted]
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

On Nov 26, 2017, at 11:30 PM, Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca> wrote:

> Good evening Sir,
>
> The CCG just finished a coordination call RE the above incident.
>
> Situation on scene remains stable. The Cost Guard Ship Gordon Reid is on scene and is standing by to assist as necessary. Barge remains anchored. Weather has moderated slightly, but winds expected to increase during the morning. The tug Norma H is 5 to 6 hours away from the site.
>
> The incident remains primarily a SAR incident with the primary concern around the 2 persons who are on board the anchored barge. That said, the CCG is mobilizing Pollution Response Equipment and Personnel Port Hardy BC. The CCG is advised that Harley Marine has contracted with WCMRC To mobilize Response Equipment as well.
>
> When the Norma H Arrives what are the RP's intentions. Please advise ASAP.
>
> Thank you.
>
> Philip Murdock
> Superintendent, Environmental Response
> Canadian Coast Guard
>
> Sent from my BlackBerry 10 smartphone on the Bell network.

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D'sa, Leslie

From: Murdock, Philip
Sent: Monday, November 27, 2017 3:20 PM
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC1 / COR1 (DFO/MPO)
Subject: Fw: V2017-3090 case handover
Attachments: handover-annexa-eng.doc

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Tasker, Paul <Paul.Tasker@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 3:15 PM
To: Murdock, Philip
Cc: Evans, Clay; Girouard, Roger; McNish, Joanne; Steve.Jorgensen@forces.gc.ca
Subject: V2017-3090 case handover

Hello All

Attached is the JRCC Victoria Incident Handover document.

Paul Tasker
JRCC Victoria

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APPENDIX A - HANDOVER MESSAGE

TO: ENVIRONMENTAL RESPONSE - EOC / ROC (PHIL MURDOCK)

INFO: EMBC / ECCC / BC ENVIRONMENT / HEILTSUK NATION / WCMRC / MCTS / TC / DFO / MOE / BC COAST PILOTS

TASKING HANDOVER MESSAGE

At 27/2300Z JRCC Victoria SAR response concluded for incident V2017-3090. As Per Annex C of the Canadian Joint Operations Command SAR Directive, and Handover Procedures for CG Operations, Coast Guard Environmental Response assumes control over operations of this incident.

JRCC / MRSC INCIDENT NUMBER : V2017-3090

INCIDENT TYPE : Marine – Fuel Barge (Sidell Marine 277) adrift. (Broken free from Composite Tug Jake Shearer)

HANDOVER DATE-TIME: 27/2300Z

DISTRESSED/DISABLED VESSEL(s) DESCRIPTION: Fuel Barge, 420' in length, 4 million litres of Diesel/Gasoline aboard. Tug: Jake Shearer (Pusher Tug) slight water ingress to #1 fuel tank. NO contaminants released from either vessel at this time.
NAME, CALL SIGN, MMSI: Sidell Marine 277 / Jake Shearer.
VESSEL TYPE, COLOR, LOA, GRT, CFV# (Composite Fuel Barge/Tug
SATELLITE/CELLULAR PHONE NUMBER
NUMBER OF POB: 2 pob on barge, 7 pob on tug.

ON-SCENE WEATHER: Winds: SSW 30-40 kts, Seas: 3 m rough.

SITREP: Fuel Barge (Sidell Marine 277) has been recovered by Tug Gulf Cajun and is currently in tow for an area of refuge (Norman Morrison Bay). 2 crew members from the Jake Shearer remain on board the barge and are safe at this time. CG Environmental Response Personnel are on location at the Regional Operations Centre and standing by at other locations on the coast. Coast Guard resources are stood down from SAR operations. SRR Commander concurs.

HANDOVER FROM JRCC Victoria **TO** Environmental Response Emergency Operations Centre **at** 27/2300 UTC

NAME OF MESSAGE AUTHOR: Paul Tasker

VESSEL or CENTRE NAME / OFFICER INITIALS: JRCC Victoria / PT.

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Dait, Haydee

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 9:54 AM
To: Haubert, Marie-Christine; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; Williams, Susan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, SAR, JAKE SHEARER- UPDATE #5

17-114 - INCIDENT SITREP, SAR, JAKE SHEARER- UPDATE #5

SITREP #5 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER

2. Incident Category/Type:
   MARINE / M2

3. Date/Time: 27 NOV 2017 / 0840 PDT

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / EMBC / ROC / HELTSUIK NATION / HARLEY MARINE/ WCMRC/

5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HELTSUIK NATION /

6. Regional Location:
   a. Province/Territory:
   BRITISH COLUMBIA
   b. City: N/A
   c. Amplifying location details (as required):
   QUEEN CHARLOTTE SOUND – GOOSE ISLAND

7. Current Situation:
   At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN. TUG GULF CAJUN PASSED TOW OF DANGEROUS GOODS TO NORMA H AND HAS NOW TAKEN OVER AS THE PRIMARY RESPONSE TUG. GULF CAJUN CURRENTLY ON SCENE WITH THE BARGE, ATTACHING TOW LINE. CCGS GORDON REID AND JAKE SHEARER STANDING BY. UPDATE TO FOLLOW. GULF CAJUN SEEKING DIRECTION ON DESTINATION FOR BARGE.

8. Actions Taken:

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JRCC Victoria: - Gordon Reid tasked. ON SCENE.

-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time. Barge dropped and enroute. Eta 0400 pst. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.

-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.

- District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Commcunications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG. BARGE TO BE TOWED TO SAFE REFUGE, UPCOMING WEATHER A LARGE FACTOR IN CHOICE. DESTINATION TO BE DISCUSSED.

11. Environmental Factors:

- Pollution potential if barge goes aground.
  - Wind SW 15-20kts
  - Wave height 6 feet
  - Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE. CASE TO BE HANDED OVER TO ENVIRONMENTAL RESPONSE WHEN SAFETY OF CREW ON BARGE CONFIRMED AND BARGE IS SECURELY UNDER TOW AND AWAY FROM SHORE.

16. Command Assessment:

17. Next SITREP will be provided at 27/1230 PST OR AS REQUIRED..

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

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Paul Tasker

Acting Regional Supervisor
Marine Search and Rescue (RSMS)
Western Region, Canadian Coast Guard
Joint Rescue Co-ordination Centre
Victoria, Canada

250-413-8923

s.19(1)

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Dait, Haydee

From: McNish, Joanne
Sent: 2017–November-27 10:16 AM
To: Kelly Brown; [redacted]
Cc: Wootton, Brian; Murdock, Philip; Bennett, Bob; Marriott, Richard; Marilyn Slett; Brady, Jeff
Subject: Re: Canadian Coast Guard - Brian Wootton update

Kelly,
Thank you. I will advise all.

Joanne McNish

Regional Director Fleet
Western

Sent by BB

From: Kelly Brown
Sent: Monday, November 27, 2017 9:16 AM
To: [redacted]
Cc: Wootton, Brian; McNish, Joanne; Murdock, Philip; Bennett, Bob; Marriott, Richard; Marilyn Slett
Subject: Re: Canadian Coast Guard - Brian Wootton update

Brian address for port hardy

[redacted]

On Nov 27, 2017, at 6:53 AM, [redacted] wrote:

> Ğiáxsiẋa for the update, Brian. We'll process your information and join the 8:00 call.
>
> [redacted]
>
> On Nov 27, 2017, at 2:33 AM, Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca> wrote:
>
> > Good morning everyone,
> >
> > 1) The heavy towing vessel Gulf Cajun has been contracted by Harley Marine Services of Seattle to attend to their fuel barge anchored near shore on the west side of the Gosling rocks. At this time (02:30) the Bella Bella Lifeboat has just secured back at her dock – the crew will require some prone rest before we can task them again. That said we are working on a couple of options to have one or more Heiltsuk representatives transported to the area of operations later this morning if the weather conditions are safe to do so (including potentially joining the Lifeboat crew).
> >
> > 2) We have tasked the CCG Ship Bartlett from Victoria to attend to the scene – she is underway at this time. That said she will not transit past Bella Bella on

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her initial voyage north. A number of smaller Coast Guard vessels have been tasked to muster in Port Hardy tomorrow as well.

3) At this point it appears that the Gulf Cajun will arrive on scene at approximately 07:00. If she is able to connect she will tow the fuel barge offshore before heading for a place of refuge – which location options are being assessed by Transport Canada as I write this email. (at the 23:00 coordination call the initial indications are Port Hardy)

4) The case currently remains a Search & Rescue mission – as the barge has 2 crewmembers onboard who must be returned to a towing vessel and safety at some point this morning. While it remains a SAR case CCG does not work in the unified command model which we utilized together during NES last year. The best way for all of us to stay informed is through the CCG ROC/EOC – which has been and will continue to run coordination calls – the next of which is scheduled for 08:00.

5) If the barge grounds overnight or tomorrow morning, the crew will be evacuated and the incident will hand-over to Environmental Response. If this happens we will once again engage a Unified Command structure combining BCMOE, the Polluter, and Heiltsuk Nation. We would look for your support to provide an Incident Commander and to the extent that the Nation can – to integrate in the response wherever you assess need. (Environmental Unit, SCAT, Sampling, Operations etc.)

6) Using precautionary principle our Environmental Response program is mobilizing personnel and equipment overnight for staging in Port Hardy. The CCG Station has been advised to prepare itself to host an *initial* ICP starting tomorrow. This does not mean that a forward operating base and/or the full ICP could/would not be moved to Bella Bella in the subsequent operating periods if this does indeed turn into an Environmental Response operation. In this first operational period our objective has been to establish an EOC here in Victoria, and to assemble and surge assets to the north Island.

7) I will be handing over the EOC lead to Joanne McNish in a few hours and will include outreach to Heiltsuk leadership as priority – we will have a fresh operational update in hand at that point, and be in a better position to assess together how/when/where we can work most effectively on any potential response.

8) One final thought for this update: we have tasked a CCG helicopter in support of this operation, its first taskings will support personnel transport to the scene. We may be able to subsequently arrange Heiltsuk overflight operating out of Bella Bella airport. I will include this for analysis by the air operations group at first light.

A couple of contact numbers for you until we have an ICP up and running are here at the Regional Operations Centre: 250-413-2800 or 250-413-2801...

We will update you with any significant changes in the situation if/when they occur – for now the scene remains stable.

With my thanks,

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Brian

Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada
Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

s.19(1)

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-27 12:53 AM
To: Murdock, Philip
Subject: Re: Harley Marine Barge

Copy. Thanks.

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

On Mon, Nov 27, 2017 at 12:51 AM -0800, "Murdock, Philip" <Philip.Murdock@dfo-mpo.gc.ca> wrote:

FYI.

Philip

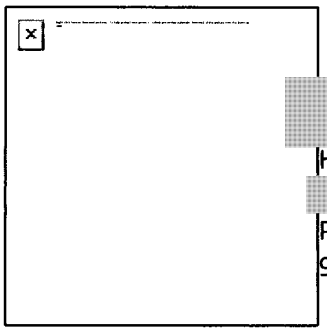
Sent from my BlackBerry 10 smartphone on the Bell network.

From: [redacted]
Sent: Monday, November 27, 2017 12:29 AM
To: Murdock, Philip
Cc: [redacted]
Subject: Harley Marine Barge

Currently we have the NORMA meeting the GULF CAJUN to relieve her of her tow. The GULF CAJUN is a much more capable tug with an ETA of 7 hours.
The Barge will remain anchored being tended by the JAKE SHEARER.
The GULF CAJUN will take the Barge into tow taking her further from land.
We will need to communicate further on identifying a safe harbor.
The crew have survival equipment and proper gear, food, and heated area aboard the Barge. They are essential to the hookup.
[redacted]

[redacted]

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[redacted]
Harley Marine Services
[redacted]
P: [redacted]
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–November-27 1:05 AM
To: Morley, Darren; Evans, Clay; Tasker, Paul
Cc: McNish, Joanne; Murdock, Philip; Brady, Jeff; Girouard, Roger; Bennett, Bob; reidco@ccgs-ngcc.gc.ca; NCC / CCN (DFO/MPO)
Subject: RD Incident Management calling

Good morning Gentlemen,

I spoke for some time with Mr. [redacted] of Harley Marine Services. He confirms discussions with the Shearer master have resulted in intention of M/V Shearer to pick up the emergency wire – to have link established in event anchor drags, but without intention of attempting anchor recovery and tow. The company experts have reviewed vessel drawings and assess tug as capable of working the barge in stern tow – also assess crew on barge as capable of anchor recovery. (All of which is contingent on assessment of conditions on scene by the Shearer Master as the morning unfolds)

Mr. [redacted] also indicated that the company Operations Centre is active in Seattle where the lead employee is Mr. [redacted] Mr. [redacted] is our primary contact for Harley Marine now – Mr. [redacted] remains available if there are any problems with reaching the company Ops. centre.

Arrangements confirmed between Gulf Cajun and Norma H owners. (Cajun as you previously indicated is now the primary tug for relief of Shearer)

For now we monitor in support of this plan.

Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada
Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-27 1:51 PM
To: McCann, Timothy; Murdock, Philip
Subject: RE: Port Hardy Update

Copy that.

If the situation changed for the worse, I could see command requesting a virtual EU call. This is something Matthias and ECCC could potentially plan for. This would be brainstorming who would be on the call, and who would facilitate such a call.

Just a thought.

Jeff

From: McCann, Timothy
Sent: November-27-17 1:41 PM
To: Brady, Jeff; Murdock, Philip
Subject: Re: Port Hardy Update

Hey Jeff,

DFO (Eric and Matthias) still on standby. No plans to move anyone to Port Hardy unless advised.

Eric asked me about us standing up ICP in Port Hardy. I said it would be an ICP essentially a meeting place for you guys and RP but not fully staffed . Hope that was acurate

Tim

Timothy McCann
Deputy Superintendent
Environmental Response

From: Brady, Jeff
Sent: Monday, November 27, 2017 1:27 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Wootton, Brian
Cc: Murdock, Philip; Wong, Helen; McCann, Timothy
Subject: Port Hardy Update

Hello,

Myself and Helen arrived at the Port Hardy Life Boat Station at 1250, and were greeted by:

- 4 x WCMRC
- 2 x Harley Marine Reps
- 1 x Heiltsuk (Megan Humchitt)
- CCG LBS Crew

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Resources scheduled to arrive today:

- Vic ER truck and boom trailer (2 ER staff)
- Vic ER truck and Oval Bay (2 ER staff)
- Richmond ER truck and response trailer (1 ER staff)
- Two staff from BCMOE are enroute.

Resources scheduled to arrive tomorrow:

- CCGS Bartlett
- CCG 701 (3 fleet crew)
- CCG 665 (3 fleet crew)

- We will work with RHQ for accommodations for fleet.

Current tasks:

- Identify potential ICP locations in Port Hardy
- Confirm Accommodations
- Document equipment and personnel resources involved in the response
- Prepare for the possibility of a hand-over.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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Dait, Haydee

From: [redacted]
Sent: 2017–November-27 1:54 PM
To: [redacted] Brady, Jeff
Subject: WCMRC Resource Map 112717 1330.pdf
Attachments: WCMRC Resource Map 112717 1330.pdf

Hello [redacted] and Jeff,

As requested.

[redacted] Nanaimo

Email: [redacted]
Direct: [redacted]
Fax: (250) 746-9447

WCMRC
Western Canada Marine Response Corporation

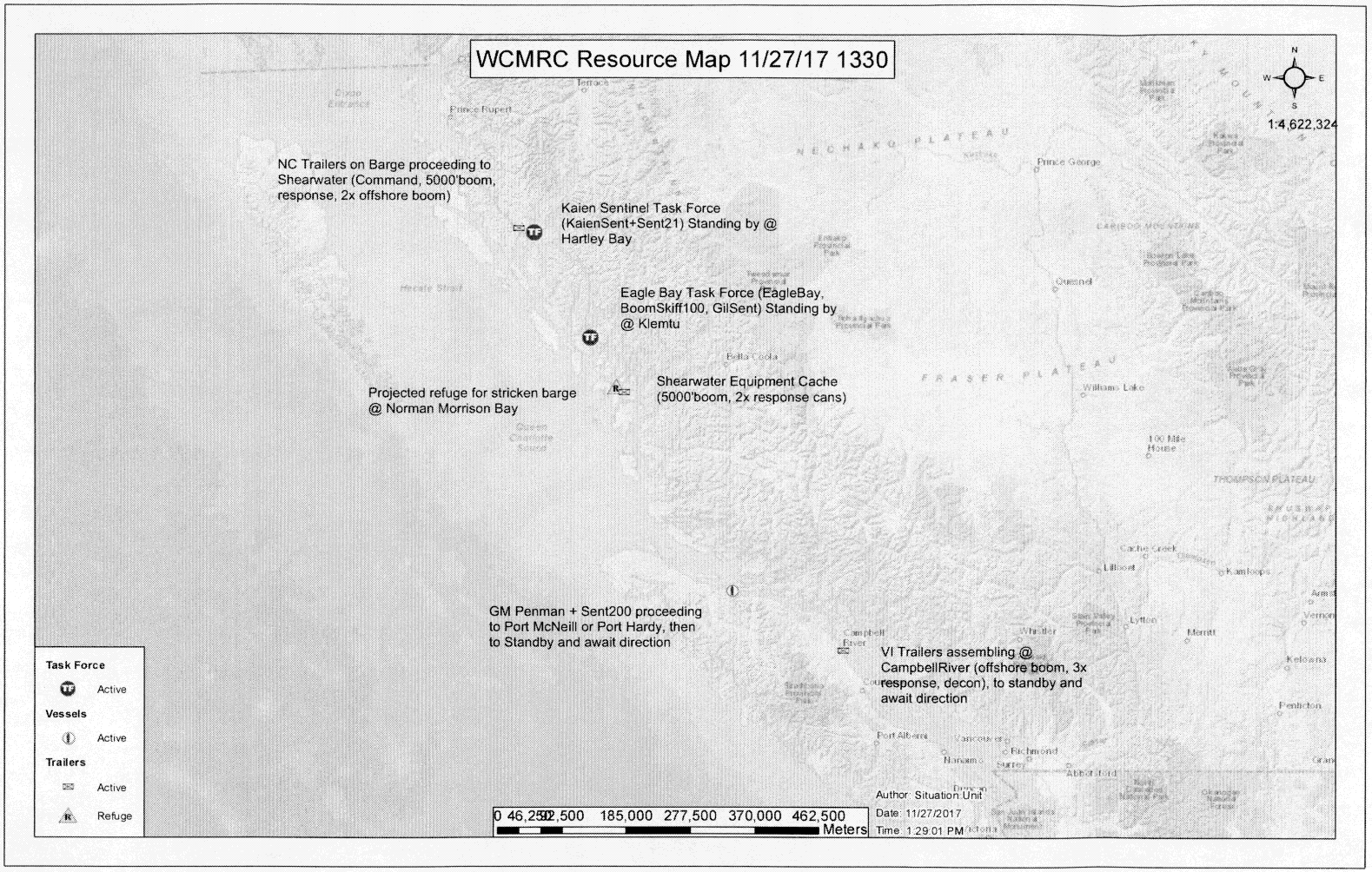
Western Canada Marine Response Corp • Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-27 1:54 PM
To: Wootton, Brian; Murdock, Philip
Cc: Wong, Helen; McCann, Timothy
Subject: RE: Port Hardy Update

Copy that, standing by.

FYI, WCMRC and the RP here in Port Hardy [redacted] are planning to move into a conference room (they need wifi...).

Standing by for call in details.

Jeff

From: Wootton, Brian
Sent: November-27-17 1:48 PM
To: Brady, Jeff; Murdock, Philip
Cc: Wong, Helen; McCann, Timothy
Subject: RE: Port Hardy Update

I asked ROC to 'hold' 701 and PRVIII in Campbell River after fueling stop. At minimum they can rest in hotel.

I would like to scrum asap as ER group to consider graduated/targeted release of some WCMRC assets "IF" we concur and RP concurs.

Phil can you please arrange telco?

Brian

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: Monday, November 27, 2017 1:35 PM
To: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>
Cc: Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Wong, Helen <Helen.Wong@dfo-mpo.gc.ca>; McCann, Timothy <Timothy.McCann@dfo-mpo.gc.ca>
Subject: RE: Port Hardy Update

Be advised Jeff;
We are stopping CG 701 and CG 665 in Campbell River for the night, to reassess, and stand by.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada

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Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca



There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: Brady, Jeff
Sent: November-27-17 1:28 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Wootton, Brian
Cc: Murdock, Philip; Wong, Helen; McCann, Timothy
Subject: Port Hardy Update

Hello,

Myself and Helen arrived at the Port Hardy Life Boat Station at 1250, and were greeted by:

- 4 x WCMRC
- 2 x Harley Marine Reps
- 1 x Heiltsuk (Megan Humchitt)
- CCG LBS Crew

Resources scheduled to arrive today:

- Vic ER truck and boom trailer (2 ER staff)
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- CCG 665 (3 fleet crew)

- We will work with RHQ for accommodations for fleet.

Current tasks:

- Identify potential ICP locations in Port Hardy
- Confirm Accommodations
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- Prepare for the possibility of a hand-over.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne

No information has been removed or severed from this page

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Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

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s.16(2)

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Dait, Haydee

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: 2017–November-27 1:55 PM
To: Brady, Jeff
Cc: Wong, Helen
Subject: RE: Port Hardy Update

Already done!

They are at the coast hotel

R

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: Brady, Jeff
Sent: November-27-17 1:38 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Cc: Wong, Helen
Subject: RE: Port Hardy Update

Copy. Let us know if we are to manage their accommodations.
Jeff

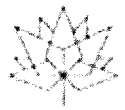
From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 1:35 PM
To: Brady, Jeff; Wootton, Brian
Cc: Murdock, Philip; Wong, Helen; McCann, Timothy
Subject: RE: Port Hardy Update

Be advised Jeff;
We are stopping CG 701 and CG 665 in Campbell River for the night, to reassess, and stand by.

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Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca



There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: Brady, Jeff
Sent: November-27-17 1:28 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Wootton, Brian
Cc: Murdock, Philip; Wong, Helen; McCann, Timothy
Subject: Port Hardy Update

Hello,

Myself and Helen arrived at the Port Hardy Life Boat Station at 1250, and were greeted by:

- 4 x WCMRC
- 2 x Harley Marine Reps
- 1 x Heiltsuk (Megan Humchitt)
- CCG LBS Crew

Resources scheduled to arrive today:

- Vic ER truck and boom trailer (2 ER staff)
- Vic ER truck and Oval Bay (2 ER staff)
- Richmond ER truck and response trailer (1 ER staff)
- Two staff from BCMOE are enroute.

Resources scheduled to arrive tomorrow:

- CCGS Bartlett
- CCG 701 (3 fleet crew)
- CCG 665 (3 fleet crew)

- We will work with RHQ for accommodations for fleet.

Current tasks:

- Identify potential ICP locations in Port Hardy
- Confirm Accommodations
- Document equipment and personnel resources involved in the response

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- Prepare for the possibility of a hand-over.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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Dait, Haydee

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 3:17 PM
To: Haubert, Marie-Christine; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; Williams, Susan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, SAR, JAKE SHEARER- UPDATE #6

17-114 - INCIDENT SITREP, SAR, JAKE SHEARER- UPDATE #6

SITREP #6 – TUG JAKE SHEARER – GOOSE ISLAND (FINAL FROM JRCC)

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 27 NOV 2017 / 0300 PDT

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/

6. Regional Location:
   a. Province/Territory:
   BRITISH COLUMBIA
   b. City: N/A
   c. Amplifying location details (as required):
   QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
   At 1600 pst, 27 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN. TUG GULF CAJUN PASSED TOW OF DANGEROUS GOODS TO NORMA H AND HAS NOW TAKEN OVER AS THE PRIMARY RESPONSE TUG. GULF CAJUN CURRENTLY ON SCENE WITH THE BARGE, ATTACHING TOW LINE. CCGS GORDON REID AND JAKE SHEARER STANDING BY. UPDATE TO FOLLOW. GULF CAJUN SEEKING DIRECTION ON DESTINATION FOR BARGE. TUG GULF CAJUN NOW ABEAM IVORY ISLAND, SEAFORTH CHANNEL, WITH BARGE IN TOW. CCGS GORDON REID AND TUG JAKE SHEARER ACCOMPANYING TO NORMAN MORRISON BAY. ALL VESSELS NOW IN SHELTERED WATERS. SAR OPERATIONS CONCLUDED.

8. Actions Taken:
   JRCC Victoria: - Gordon Reid tasked. ON SCENE.
   -Tug Norma H. contracted to assist. Will be dropping its own tow at Dug

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Out Rocks before proceeding to assist. No eta at this time. Barge dropped and enroute. Eta 0400 pst. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.

-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.

- District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Commcunications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG. BARGE TO BE TOWED TO SAFE REFUGE, UPCOMING WEATHER A LARGE FACTOR IN CHOICE. DESTINATION TO BE DISCUSSED. TUG AND BARGE TO BE ANCHORED IN NORMAN MORRISON BAY WHERE INSPECTION OF VESSELS TO TAKE PLACE.

11. Environmental Factors:

- Pollution potential if barge goes aground.
  - Wind SE 30-40 kts
  - Wave height 9 feet
  - Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE. CASE TO BE HANDED OVER TO ENVIRONMENTAL RESPONSE WHEN SAFETY OF CREW ON BARGE CONFIRMED AND BARGE IS SECURELY UNDER TOW AND AWAY FROM SHORE. ALL INVOLVED VESSELS NOW IN SHELTERED WATERS. CASE BEING HANDED OVER TO ENVIRONMENTAL RESPONSE.

16. Command Assessment:

17. Next SITREP will be provided at : n/a.

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

Paul Tasker

Acting Regional Supervisor

No further information has been removed or severed from this page

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Marine Search and Rescue (RSMS)
Western Region, Canadian Coast Guard
Joint Rescue Co-ordination Centre
Victoria, Canada



250-413-8923

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Dait, Haydee

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 4:20 PM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; CCGS Bartlett - Commanding Officer; CCGS Bartlett; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO)
Subject: Jake Shearer Incident Brief #5
Attachments: Jake Shearer Incident Brief 5 (November 27 2017).ppt

Please find Jake Shearer Incident Brief #5 Attached

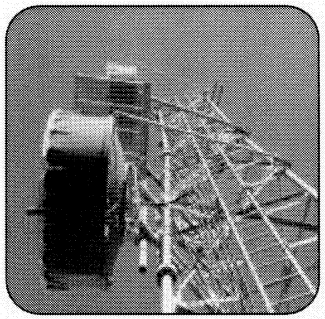
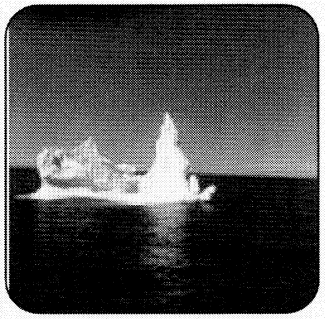
REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

Sécurité d'abord, Service constant



Incident Brief #5

Tug Jake Shearer / Barge Adrift / Nov. 26, 2017 1530 SAR/ER – Level 2

Canada

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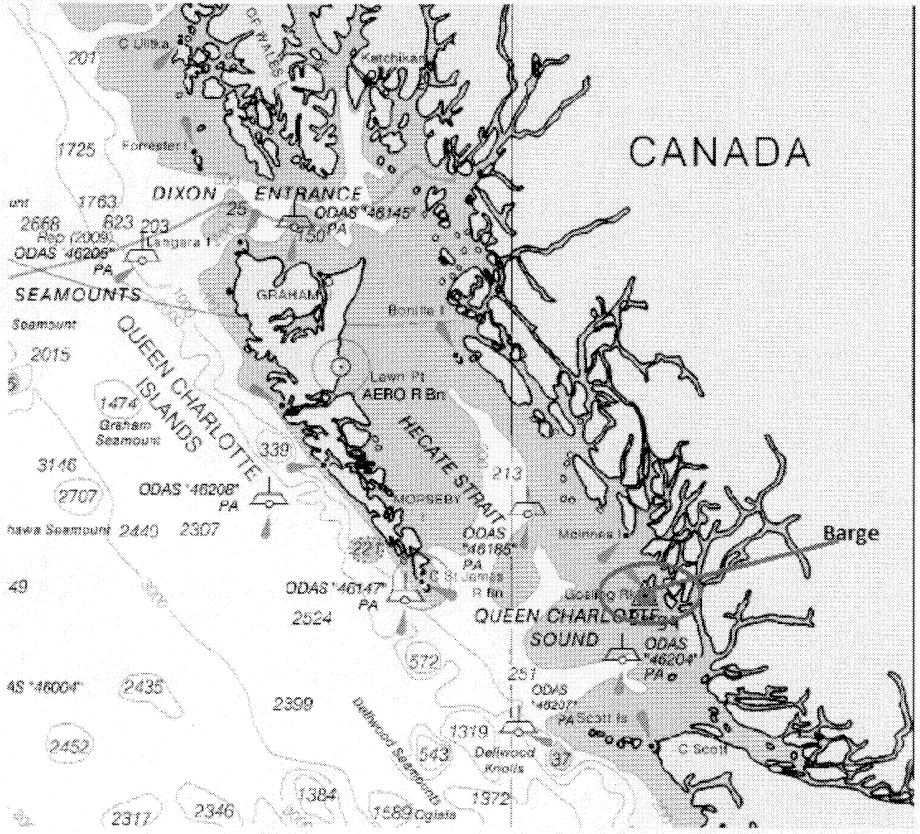
Description of threat/incident:

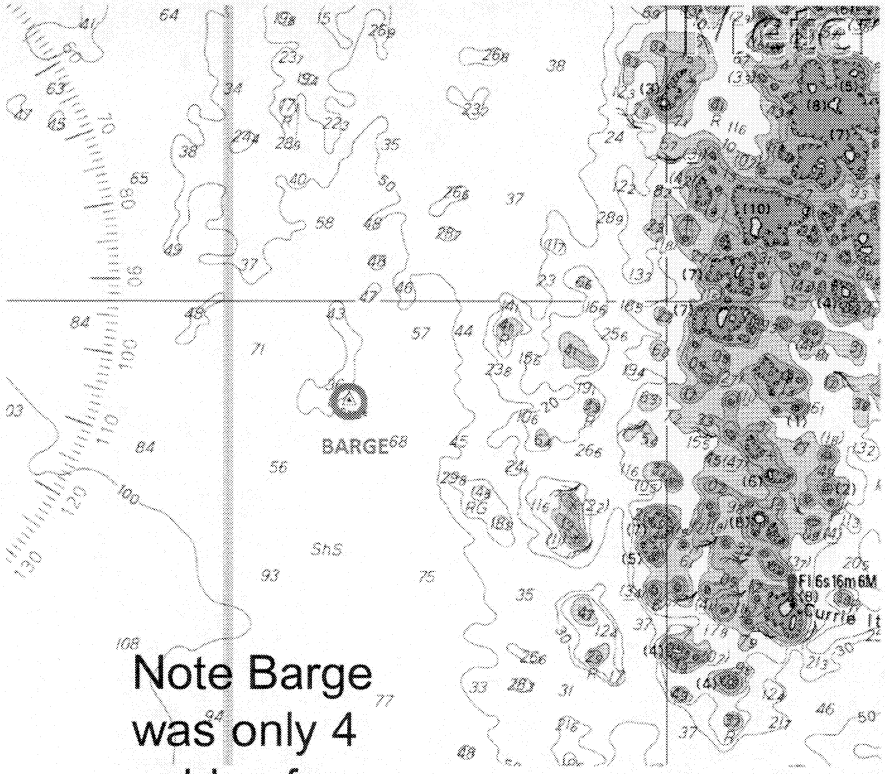
At 1600L, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. 0.5 million litres of gasoline.

Geographic location of threat / incident:

- **Queen Charlotte Sound, Central Coast, BC**

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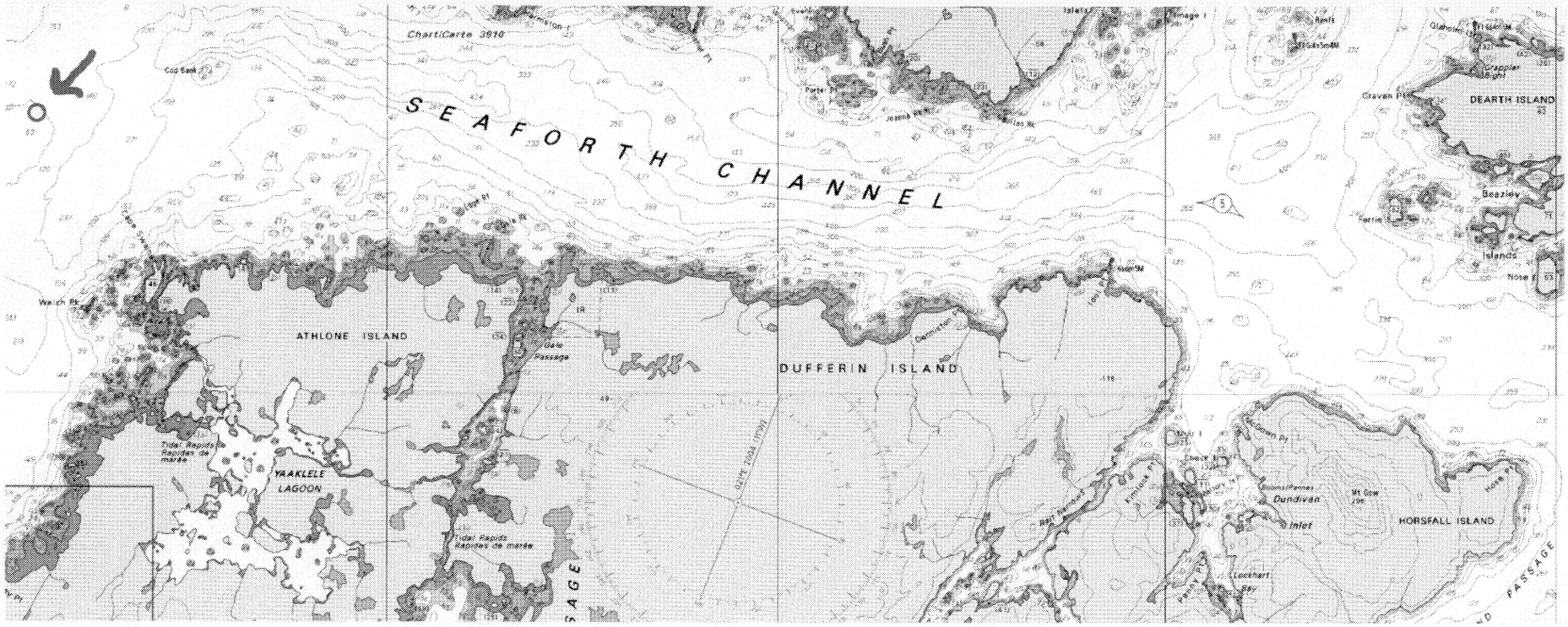


Note Barge was only 4 cables from grounding hazard

Original Positions.

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Position at 1500



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Tug Jake Shearer Barge Adrift – Queen Charlotte Sound

USCG Doc #: 1255668
Owner: HARCO Marine LLC, Seattle, WA
Operator: Olympic Tug & Barge, Seattle, WA
Flag: USA
Hailing Port: Portland, OR
Call Sign: WDI2337
Length: 35.36 m
Beam: 10.97 m
Draught: 4.27 m
Tonnage: 261 GT/177 NT
Year of Build: 2015



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Updated Assistant Commissioner Direction:

- **Response priorities:**
- Assume Transfer of Incident Command from SRR Commander.
- Activate ICP in Port Hardy with conference of Regional Orders
- Establish communications schedule with NCC
- Establish communications schedule with agency reps (DFO, EMBC, BCMOE, TC, Heiltsuk Nation, ECCC, WCMRC…)
- Establish Liason Officer in Heiltsuk Nation
- **Constraints/Restraints:**
- Weather
- Available platforms for Potential ER
- ICP Space

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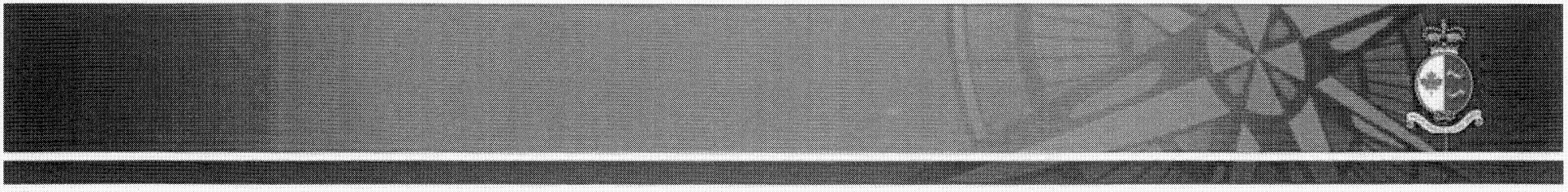
Critical Information Requirements

- All personnel to be recovered from barge upon reaching calm waters
- Barge under tow by the Gulf Cajun
- Bartlett to secure in Port Hardy
- Media & Local Government RFI's

Departments/Agencies currently involved:

EMBC
Heiltsuk Nation
MOE
ECCC
Pacific Pilotage Authority
WCMRC
CCG
TC
DFO

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Initial actions:

- Dispatch Resources
- 24/7 EOC Level 1 Activation achieved at 1845L
- Setting up ICP at Port Hardy Coast Guard Station at this time
- Period 1: IAP complete with 11 resource tasking in effect

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- **Potential impact of incident/threat:**
- **Loss of property**
- **Environmental impact**
- **Loss of Life**

Media attention *(current) to 1500 Nov. 27*:

- **Province wide media attention – Current**
- **DND Public Affairs Officer (lead) supported by: DFO Regional Comms.**
- **Communications: Unified Command media lines being drafted with RP, CCG, Heiltsuk, BCMOE**

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Next steps: As of 1500

- Transfer of Command occurred at 1515L from JRCC to ER Philip Murdock
- Tug Gulf Cajun has barge under tow. Current location is 1.2NM NW of Cape Swaine. ETA for Norman Morrison Bay is 1700L
- CCGS Gordon Reid continues to stand-by & monitor the situation
- Jake Shearer is also following along bound for Norman Morrison Bay.
- Heiltsuk, TC, CCG and BC Coast Pilots approve of transit route to Seaforth Channel and then to Norman Morrison Bay.

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Next Steps Continued

- **ER personnel arrived in Port Hardy at 1330L at the lifeboat station with the following additional personel:**
  - WCMRCx4
  - Harley Marine x2
  - Heiltsuk x1
  - Lifeboat crew
- **Additional ER Resources arrived in Port Hardy at 1500 with the vessel Oval Bay and the boom trailer.**
- **CG 701 and CGE 665 arriving in Campbell River by 1600 for the night.**

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Regional:

Mobilize resources potential pollution response

- CCGS Bartlett loaded E/R equipment, enroute to Port Hardy to stand by for further assessment. ETA 0300L Tuesday.
- CG701 & PRV III enroute to Campbell River. They will also stand by for further assessment and direction.
- Stand up ICP in Port Hardy.
  - E/R crew arriving by helicopter ETA 1130 PST Nov. 27th.
  - Crews driving to Port Hardy ETA 1300 ~ 1400 PST Nov.27th, with 1000 ft curtain boom and Oval Bay.
- EOC developed overnight and operational. IAP for period 2 being developed.
- Company sent tug Earl W Redd, to assist ETA 1700 PST Nov. 28th.
- WCMRC stopping for crew rest in Klemtu and Port McNeill.

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National:

- Prepare for Media & Political attention
- Prepare for OGD support at National level

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Potential impact of incident:

Threat/Risk	Potential Impact
Environmental damage - extensive	Fishery, and Indigenous community impacts
Isolated, high energy, poor wx, operating area	Time lag to mobilize and sustain response
Interoperation OGD & Public	Loss of public confidence in CCG
Resource Fatigue – mobilizing and responding with limited numbers of personnel and assets	ROC/ER/Fleet Fatigue

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Dait, Haydee

From:
Sent: 2017–November-27 5:03 PM
To: Brady, Jeff
Subject: FW: Demobilization of WCMRC assets for UC signoff
Attachments: Demobilization of WCMRC assets.pdf

Attachments provided elsewhere

Nanaimo

Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From:
Sent: November-27-17 4:59 PM
To:
Cc:
Subject: Demobilization of WCMRC assets for UC signoff

Hi

We have prepared this quick demobilization plan for Unified Command to sign off on, securing authorization for us to demobilize assets (see 's previous email for direction on demobilization direction)

has requested that you have Unified Command sign this off prior to us taking any action according to his direction.

Head Office: 206-3500 Gilmore Way, Burnaby, B.C. V5G 0B8

Western Canada Marine Response Corp

Please consider the environment before printing this email

Pages 586 to / à 588

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Dait, Haydee

From: [redacted]
Sent: 2017–November-27 5:55 PM
To: [redacted] Brady, Jeff; john.kervel@gov.bc.ca
Subject: ICS207
Attachments: ICS 207 Org Chart.pdf

[redacted]

Email: [redacted]
Direct:
Fax:

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation •

This message is confidential. It may also be privileged or otherwise protected by work product immunity or other legal rules. If you have received it by mistake, please let us know by e-mail reply and delete it from your system; you may not copy this message or disclose its contents to anyone. Please send us by fax any message containing deadlines as incoming e-mails are not screened for response deadlines. The integrity and security of this message cannot be guaranteed on the Internet.

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s.19(1)

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1. Incident Name
Goose Island

2. Operational Period (Date/Time)
From: 11/28/2017 0600 To: 11/29/2017 0600

INCIDENT ORGANIZATION CHART ICS 207

UNIFIED COMMAND
Jeff Brady - CCG - FIC
[redacted] - RPIC
Megan Humchit - First Nations IC
John Kervel - Province IC
[redacted] Liaison Officer

INCIDENT COMMANDER

DEPUTY INCIDENT COMMANDER

SPILL RESPONSE MANAGER

DEPUTY SPILL RESPONSE MANAGER

INFORMATION OFFICER

SAFETY OFFICER
[redacted]

LIAISON OFFICER
Tyler Yager

LEGAL OFFICER

FEDERAL MONITORING OFFICER
Canadian Coast Guard

SECTION CHIEF
[redacted] WCMRC

DEPUTY SECTION CHIEF

ADMIN SUPPORT

REC./PROTECT SUPR.

WILDLIFE BRANCH DIR.

STAGING AREA MGR.

SAFETY WATCH

AIR OPS. BRANCH DIR.
Mike Martins

ON-WATER REC. SUPR.
[redacted]

SHORE PRO. SUPR.

SHORE REC. SUPR.

STORAGE/DISP. SUPR.

DECON. SUPERVISOR

SECTION CHIEF
Planning - [redacted]

DEPUTY SECTION CHIEF

ADMIN SUPPORT

SIT. UNIT LEADER

ENV. UNIT LEADER
Dale Bul

PLAN DEV. LEAD

DOCU. UNIT LEADER
[redacted]

DEMOB. UNIT LEADER

RESOURCE UNIT LEAD.

CHECK IN RECORDER

DISPLAY PROCESSOR

MAPPING/GIS SPEC.

MODELLING SPEC.

HIST./CULT. SPEC.

WILDLIFE RESCUE SPEC

DEP. ENV. UNIT LEADER

SCAT SPEC.

APPR./PERMIT SPEC.

DISPOSAL/WASTE SPEC

RESOURCES AT RISK

SECTION CHIEF
[redacted] - Logistics

DEPUTY SECTION CHIEF

SUPPORT BRANCH DIR.

COMMS. UNIT LEADER

FOOD UNIT LEADER

ADMIN SUPPORT

SECURITY MANAGER

HOUSING MANAGER

GROUND SUPP. LEADER

SERVICE BRANCH DIR.

SUPPLY UNIT LEADER

ORDERING MANAGER

REC./DIST. MANAGER

EQUIPMENT MANAGER

FACILITIES UNIT LEAD.

VESSEL SUPP. LEADER

SECTION CHIEF
Helen Wong, CCG - Finance

DEPUTY SECTION CHIEF

ACC. UNIT LEADER
[redacted]

ADMIN UNIT LEADER

AUDIT UNIT LEADER

TIME UNIT LEADER

Div 1Air - Helo

Div 2 On-Water

4. Prepared By: (Resources Unit Leader)

5. Date/Time Prepared:
11/27/2017

s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-27 5:58 PM
To: [redacted]
Subject: FW: Demobilisation of WCMRC assets
Attachments: Demobilization of WCMRC assets.pdf

Please see confirmation from Heiltsuk below. CCG has signed the attached. Waiting for Provincial ok.

Jeff

From: [redacted]
Sent: November-27-17 5:56 PM
To: Brady, Jeff
Cc: Murdock, Philip
Subject: Re: Demobilisation of WCMRC assets

Thanks Jeff,

All good with the plan. Thanks

[redacted]

On Nov 27, 2017, at 5:52 PM, Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca> wrote:

> Hello [redacted]
>
> We had a discussion at 5:00pm regarding standing down some of WCMRC assets. You gave the plan tentative approval over the phone, but I want to provide you with a copy of the document. See attached.
>
> On scene tomorrow:
> The Eagle Bay (skimming vessel)
> WCMRC's smaller boom boat
> Local contractor vessel (Sorry, I forgot the name...)
> CCG Cape St James
> CCG Helicopter
>
> If able, please reply confirming the plan.
>
> **Jeff Brady**
> Deputy Superintendent, Environmental Response
> Canadian Coast Guard
> Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432
>
> Suritendant associé- Intervention environnementale
> Garde côtière canadienne
> Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

No information has been removed or severed from this page

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To report marine pollution call 1-800-889-8852

<Demobilization of WCMRC assets.pdf>

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

UNIFIED COMMAND SIGN-OFF SHEET

Name: Signature: Agency: Date:	Name: Signature: Agency: Date: Jeff Brady Digitally signed by Jeff Brady DN: cn=Jeff Brady, o=Canadian Coast Guard, ou=Environmental Response, email=jeff.brady@DFO-MPO.GC.CA, c=CA Date: 2017.11.27 17:40:40 -08'00'
Name: Signature: Agency: Date:	Name: Signature: Agency: Date:
Name: Signature: Agency: Date:	Name: Signature: Agency: Date:

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	STATUS CHANGE ICS 210-OS
Goose Island S-17-0011	From: November 27, 2017 / 06:00 To: Nov 27, 2017 / 18:00	

3. Personnel / Resource Name or I.D. WCMRC Assets (see below)

4. New Status

☐ Available / Staged ☑ Assigned Demobilization ☐ Out of Service

5. FROM Location or Status	6. TO Location or Status
Standing by to Goose Island Incident	Demobilization to homeport and response readiness

7. Time of Location / Status Change

11/27/2017 16:45

8. Comments

The following WCMRC/contracted assets are to be stood down and demobilized pending Unified Command approval:
- Kaien Sentinel (standing by @ Hartley Bay)
- Sentinel 21 (standing by @ Hartley Bay)
- Gil Sentinel (standing by @ Klemtu)
- Wainwright tug Ingenika with Barge 204 (enroute to Shearwater)
- Trailers No. 131, 179, 208, 210, 900 (on Wainwright Barge 204, enroute to Shearwater)
- Trailers No. 202, 207, 221, 702, 704 (standing by in Campbell River)

9. Prepared by:	Date / Time
Resource Unit	November 27, 2017 / 16:45
10. Processed by: (Resource Unit)	**Date / Time**

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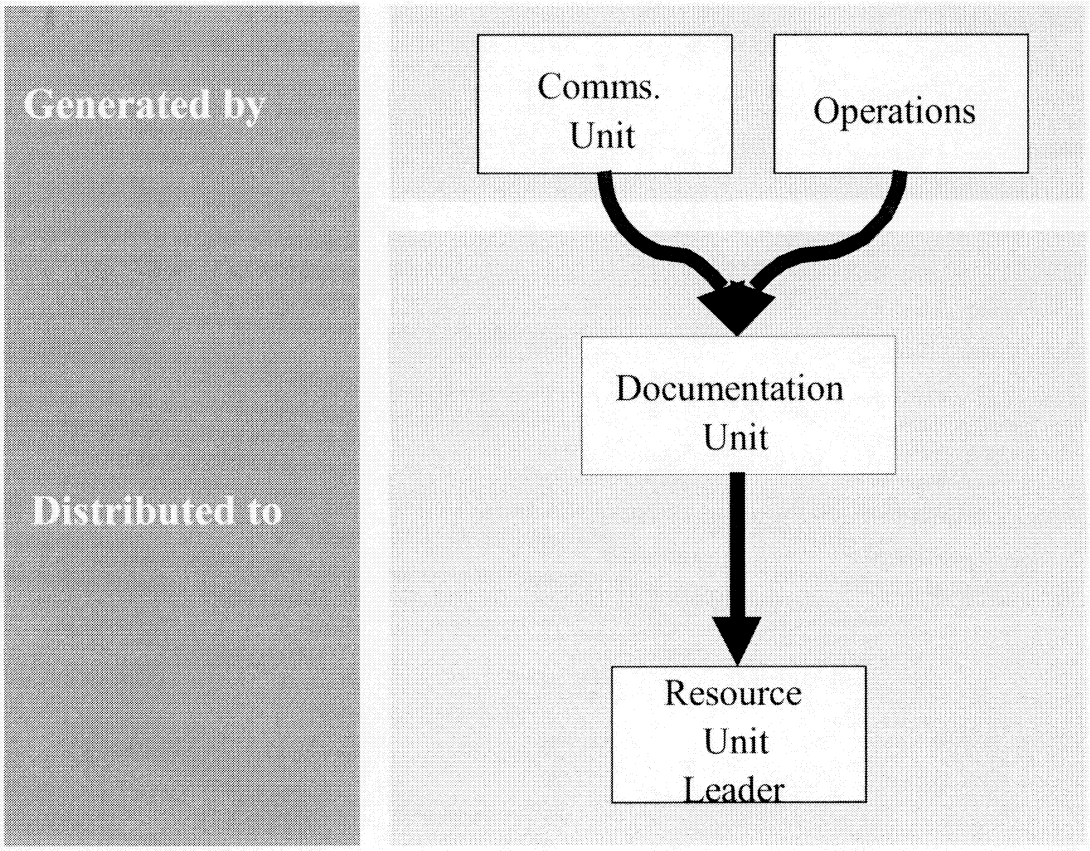
STATUS CHANGE (ICS FORM 210-OS)

Purpose. The Status Change form is used to record status change information received on resources assigned to the incident.

Preparation. The form is completed by radio/telephone operators who receive status change information from individual resources, Task Forces, Strike Teams, and Division/Group Supervisors. Status information could also be reported by Staging Area and Helibase Managers or fixed-wing facilities.

Distribution. The original is given to the Resources Unit, and the Communications Unit retains a second copy.

All completed original forms MUST be given to the Documentation Unit.



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Dait, Haydee

From: [redacted]
Sent: 2017–November-27 6:12 PM
To: Brady, Jeff; [redacted]
john.kervel@gov.bc.ca
Subject: ICS209
Attachments: ICS 209 - Incident Status Summary.pdf

[redacted]

Email: [redacted]
Direct:
Fax:

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation •

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1. Incident Name	2. Operational Period (Date/Time)	Time of Report	INCIDENT STATUS SUMMARY ICS 209-OS
Goose Island	From: 11/28/2017 0600 To: 11/29/2017 0600		

3. Spill Status (Estimated, in Barrels) [Ops & EUL/SSC]

Source Status: Remaining Potential (bbl): ____

☒ Secured Rate of Spillage (bb/hr): ____

☐ Unsecured

	Since Last Report	Total
Volume Spilled	0	0
Mass Balance/Oil Budget		
Recovered Oil	0	
Evaporation	0	
Natural Dispersion	0	
Chemical Dispersion	0	
Burned	0	
Floating, Contained	0	
Floating, Uncontained	0	
Onshore	0	
Total spilled oil accounted for:		

4. Waste Management (Estimated) [Ops/Disposal]

	Recovered	Stored	Disposed
Oil (bbl)			
Oily Liquids (bbl)			
Liquids (bbl)			
Oily Solids (tons)			
Solids (tons)			

5. Shoreline Impacts (Estimated, in miles) [PSC/EUL/SSC]

Degree of Oiling	Affected	Cleaned	To Be Cleaned
Light			
Medium			
Heavy			
Total			

6. Wildlife Impacts [Ops/Wildlife Br.]

Numbers in () indicate subtotal that are threatened/endangered species.

	Captured	Cleaned	Released	DOA	Died in Facility: Euth.	Died in Facility: Other
Birds						
Mammals						
Reptiles						
Fish						
Total						

7. Safety Status [Safety Officer]

	Since Last Report	Total
Responder Injury		
Public Injury		

8. Equipment Resources [RUL]

Description	Ordered	Available/ Staged	Assigned	Out of Service
Spill Resp. Vsls				
Fishing Vessels				
Tugs	3	3	3	
Barges	1	1		
Other Vessels				
Skimmers	1	1		
Boom (ft.)	4,000	2,000	400	
Sbnt/Snr Bm. (ft.)				
Vacuum Trucks				
Helicopters	1			
Fixed Wing	1			

9. Personnel Resources [RUL]

Description	People in Cmd. Post	People in the Field	Total People On Scene
Federal	4		4
State	1		1
Local	1		1
RP	2		2
Contract Personnel	2	8	10
Volunteers			
Total Response Personnel from all Organizations:			18

10. Special Notes

Currently there is no oil or sheen present. The assets for oil recover are for contingency planning purposes only.

11. Prepared by: (Situation Unit Leader)

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INCIDENT STATUS SUMMARY (ICS FORM 209-OS)

Purpose. The Status Summary:

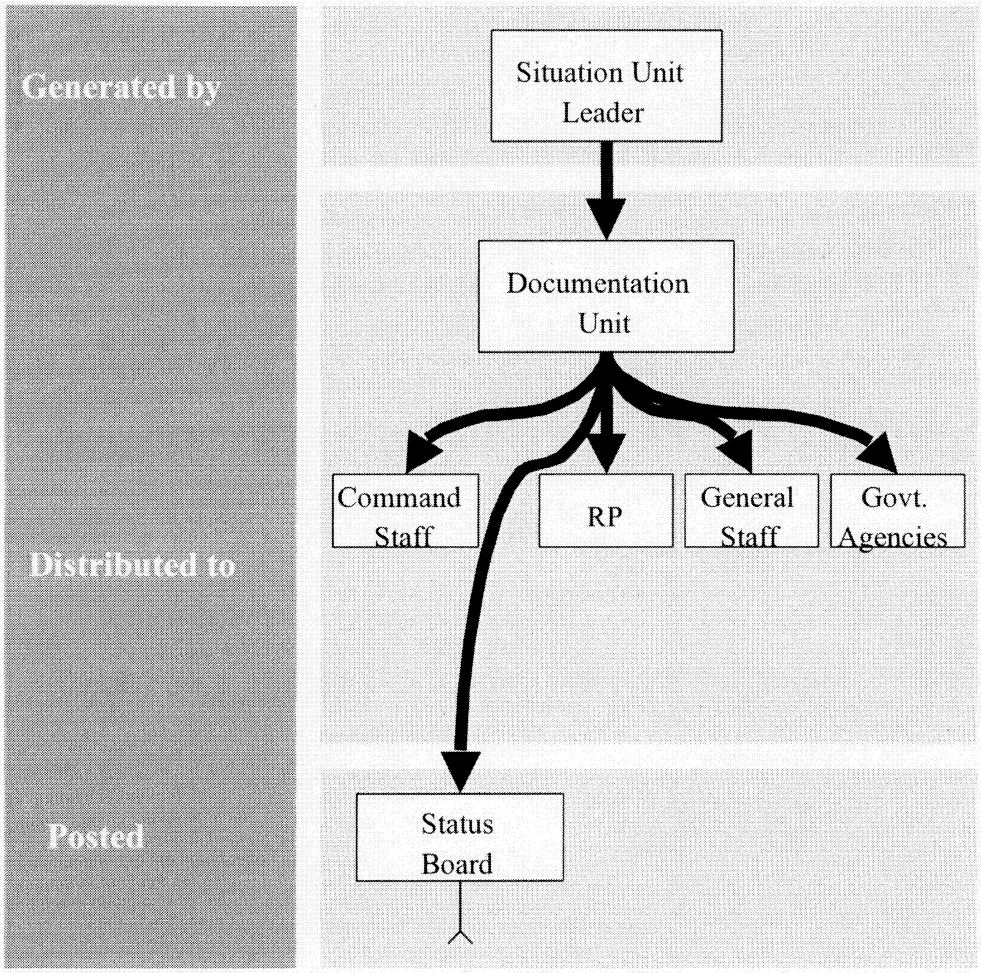
1. Is used by Situation Unit personnel for posting information on Status Boards.
2. Is duplicated and provided to Command Staff members, giving them basic information for planning for the next operational period.
3. Provides information to the Information Officer for preparing news media releases.
4. Summarizes incident information for local and off-site coordination centers.

Preparation. The Status Summary is prepared by the Situation Unit. Resources information should be obtained from the Resources Unit. It may be scheduled for presentation to the Planning Section Chief and other General Staff members prior to each Planning Meeting and may be required at more frequent intervals by the Unified Command or Planning Section Chief. Suggested sources of information are noted in brackets.

Note: The values on the ICS form 209-OS are the best available estimates at the Time of Report (Item # 2 on form). This form is usually in high demand and should be filled out early and often. A suggested source within the ICS organization is noted in brackets [ ] at the top right of each section of the form. All fields need not be completed in order to distribute the form.

Distribution. When completed, the form is duplicated and copies are distributed to the Unified Command and staff, and all Section Chiefs, Planning Section Unit Leaders, and the Joint Information Center. It is also posted on a status board located at the ICP.

All completed original forms MUST be given to the Documentation Unit.



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Dait, Haydee

From: [redacted]
Sent: 2017–November-27 6:16 PM
To: [redacted] Brady, Jeff
Subject: WCMRC ICS 204's Nov 27/28
Attachments: ICS 204 - Eagle Bay Nov 28.pdf; ICS 204 - GM Penman 28 Nov.pdf; ICS 204 - Shearwater Marine Nov 27.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Hi Tim,

For your approval

[redacted] Nanaimo

Email: [redacted]
Direct: [redacted]
Fax: (250) 746-9447

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corp • Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

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1. Incident Name	2. Operational Period (Date / Time)	ASSIGNMENT LIST ICS 204-OS
S-17-0011	From: November 28, 2017 / 05:30 To: Nov 28, 2017 / 17:30	

3. Branch	4. Division/Group
On Water Recovery	Eagle Bay

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	[redacted]	WCMRC [redacted]	
Branch Director:			
Division/Group Supervisor:	[redacted]	WCMRC [redacted]	

6. Resources Assigned This Period — "X" indicates 204a attachment with special instructions

Strike Team / Task Force / Resource Identifier	Leader	Contact Info. #	# of Persons	Notes / Remarks	
Eagle Bay	[redacted]		4		☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Assignments

Eagle Bay to depart Klemtu for Shearwater to arrive at 0800. Maintain station at Norman Morrison Bay and prepare to begin recovery operations in the event of a release.

8. Special Instructions for Division / Group

9. Communications (radio and / or phone contact numbers needed for this assignment)

Name / Function	Radio: Freq. / System / Channel	Phone	Pager
CCG Gordon Reid/On Scene Commander	VHF 16		
[redacted]	UHF 3		

Emergency Communications

Medical: CCG Gordon Reid Evacuation: CCG Gordon Reid Other:

10. Prepared By:	Date / Time	11. Approved By:	Date / Time
[redacted]	November 27, 2017 / 17:50		

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ASSIGNMENT LIST (ICS FORM 204-OS)

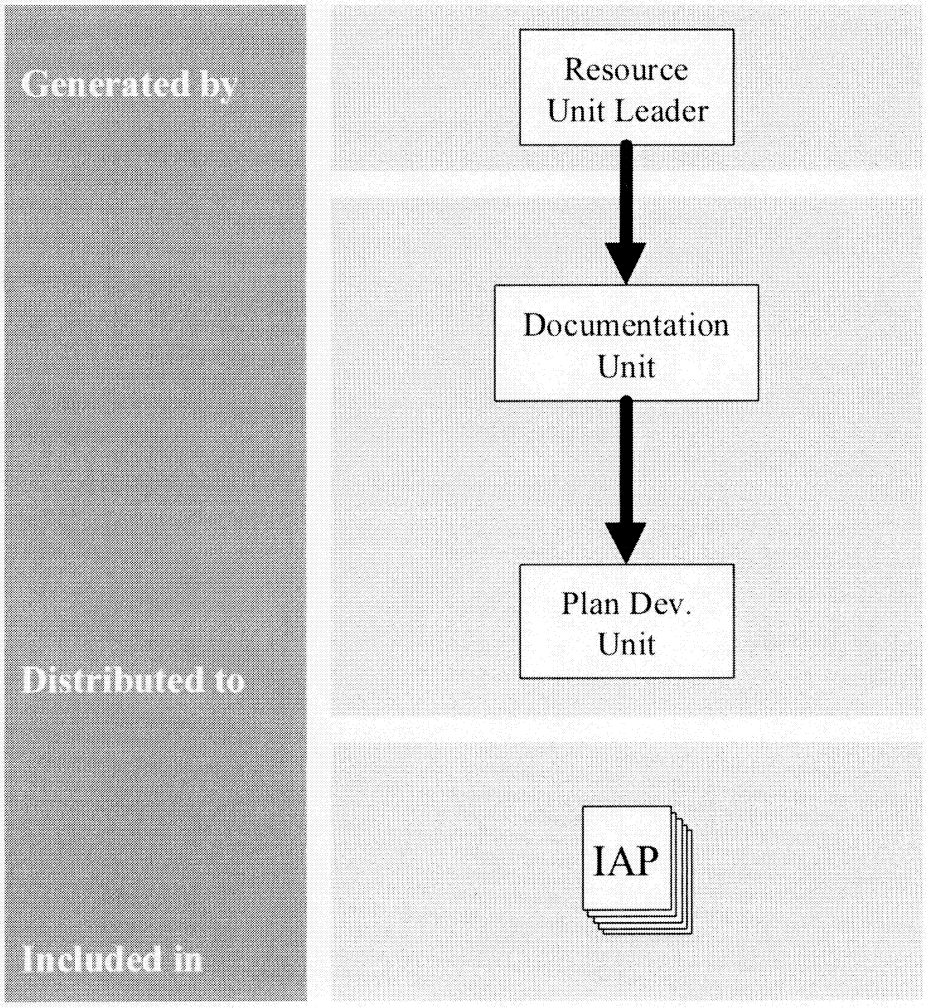
Special Note. The Assignment List, ICS form 204-OS submits assignments at the level of Divisions and Groups. The Assignment List Attachment, ICS form 204a-OS shows more specific assignment information, if needed. The need for an ICS form 204a-OS is determined by the Planning and Operations Section Chiefs during the Operational Planning Worksheet (ICS form 215-OS) development.

Purpose. The Assignment List(s) informs Division and Group supervisors of incident assignments. Once the assignments are agreed to by the Unified Command and General Staff, the assignment information is given to the appropriate Divisions and Groups.

Preparation. The Assignment List is normally prepared by the Resources Unit, using guidance from the Incident Objectives (ICS form 202-OS), Operational Planning Worksheet (ICS form 215-OS), and the Operations Section Chief. The Assignment List must be approved by the Planning Section Chief. When approved, it is included as part of the Incident Action Plan (IAP). Specific instructions for individual Task Forces / Strike Teams may be entered on an ICS form 204a-OS for dissemination to the field, but not included in the IAP.

Distribution. The Assignment List is duplicated and attached to the Incident Objectives and given to all recipients of the Incident Action Plan. In some cases, assignments may be communicated via radio/telephone/fax.

All completed original forms MUST be given to the Documentation Unit.



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1. Incident Name	2. Operational Period (Date / Time)	ASSIGNMENT LIST ICS 204-OS
S-17-0011	From: November 28, 2017 / 05:30 To: Nov 28, 2017 / 17:30	

3. Branch	4. Division/Group
On Water Recovery	GM Penman

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	[redacted]	WCMRC	[redacted]
Branch Director:			
Division/Group Supervisor:	[redacted]	WCMRC	[redacted]

6. Resources Assigned This Period — "X" indicates 204a attachment with special instructions

Strike Team / Task Force / Resource Identifier	Leader	Contact Info. #	# of Persons	Notes / Remarks	
GM Penman	[redacted]		4		☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Assignments

Crew of GM Penman to report to the vessel at 0730 and await further instructions from UC.

8. Special Instructions for Division / Group

9. Communications (radio and / or phone contact numbers needed for this assignment)

Name / Function	Radio: Freq. / System / Channel	Phone	Pager
CCG Gordon Reid/ On scene commander	VHF 16		
[redacted]	UHF 3		

Emergency Communications

Medical CCG Gordon Reid Evacuation CCG Gordon Reid Other

10. Prepared By:	Date / Time	11. Approved By:	Date / Time
[redacted]	November 27, 2017 / 17:19		

ASSIGNMENT LIST June 2000 ICS 204-OS

Resources Unit --> Documentation Unit --> Planning Section

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1. Incident Name	2. Operational Period (Date / Time)	ASSIGNMENT LIST ICS 204-OS
S-17-0011	From: November 27, 2017 / 12:00 To: Nov 27, 2017 / 23:59	

3. Branch	4. Division/Group
On Water Recovery	Eagle Bay

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	[redacted]	WCMRC [redacted]	
Branch Director:			
Division/Group Supervisor:			

6. Resources Assigned This Period — "X" indicates 204a attachment with special instructions

Strike Team / Task Force / Resource Identifier	Leader	Contact Info. #	# of Persons	Notes / Remarks	
Shearwater Marine	[redacted]		4	Gulf Rival and West Coast	☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Assignments

Gulf Rival and West Coast to proceed to Norman Morrison Bay and boom off Jake Shearer (not barge) drop sorbents off to crew of Jake Shearer and return to dock.

8. Special Instructions for Division / Group

9. Communications (radio and / or phone contact numbers needed for this assignment)

Name / Function	Radio: Freq. / System / Channel	Phone	Pager
CCG Gordon Reid/On Scene Commander	VHF 16		

Emergency Communications

Medical CCG Gordon Reid Evacuation CCG Gordon Reid Other

10. Prepared By:	Date / Time	11. Approved By:	Date / Time
[redacted]	November 27, 2017 / 17:50		

ASSIGNMENT LIST June 2000 ICS 204-OS

Resources Unit --> Documentation Unit --> Planning Section

Page 605

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: [redacted]
Sent: 2017–November-27 6:28 PM
To: [redacted]
Cc: Brady, Jeff
Subject: ICS 209 - Incident Status Summary chris edits.pdf
Attachments: ICS 209 - Incident Status Summary chris edits.pdf

My edits

[redacted] Nanaimo

Email: [redacted]
Direct: [redacted]
Fax: (250) 746-9447

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corp • Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

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1. Incident Name	2. Operational Period (Date/Time)	Time of Report	INCIDENT STATUS SUMMARY ICS 209-OS
Goose Island	From: 11/28/2017 0600 To: 11/29/2017 0600		

3. Spill Status (Estimated, in Barrels) [Ops & EUL/SSC]

Source Status: Remaining Potential (bbl): ____

☒ Secured Rate of Spillage (bb/hr): ____

☐ Unsecured

	Since Last Report	Total
Volume Spilled	0	0
Mass Balance/Oil Budget		
Recovered Oil	0	
Evaporation	0	
Natural Dispersion	0	
Chemical Dispersion	0	
Burned	0	
Floating, Contained	0	
Floating, Uncontained	0	
Onshore	0	
Total spilled oil accounted for:		4

4. Waste Management (Estimated) [Ops/Disposal]

	Recovered	Stored	Disposed
Oil (bbl)			
Oily Liquids (bbl)			
Liquids (bbl)			
Oily Solids (tons)			
Solids (tons)			

5. Shoreline Impacts (Estimated, in miles) [PSC/EUL/SSC]

Degree of Oiling	Affected	Cleaned	To Be Cleaned
Light			
Medium			
Heavy			
Total			

6. Wildlife Impacts [Ops/Wildlife Br.]

Numbers in () indicate subtotal that are threatened/endangered species.

	Captured	Cleaned	Released	DOA	Died in Facility: Euth.	Died in Facility: Other
Birds						
Mammals						
Reptiles						
Fish						
Total						

7. Safety Status [Safety Officer]

	Since Last Report	Total
Responder Injury		
Public Injury		

8. Equipment Resources [RUL]

Description	Ordered	Available/ Staged	Assigned	Out of Service
Spill Resp. Vsls	4	4	3	
Fishing Vessels				
Tugs	3	3	3	
Barges	1	1		
Other Vessels				
Skimmers	1	1		
Boom (ft.)	4,000	2,000	400	
Sbnt/Snr Bm. (ft.)				
Vacuum Trucks				
Helicopters	1			
Fixed Wing	1			

9. Personnel Resources [RUL]

Description	People in Cmd. Post	People in the Field	Total People On Scene
Federal	4		4
State	1		1
Local	1		1
RP	2		2
Contract Personnel	2	8	10
Volunteers			
Total Response Personnel from all Organizations:			18

10. Special Notes

Currently there is no oil or sheen present. The assets for oil recover are for contingency planning purposes only.

11. Prepared by: (Situation Unit Leader)

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Dait, Haydee

From: Kervel, John ENV:EX <John.Kervel@gov.bc.ca>
Sent: 2017–November-27 6:29 PM
To: Brady, Jeff; [redacted]
Cc: [redacted]
Subject: Re: Situation Report

Comments for situation report

Environmental Unit Leader:

-EU established

-Coordination calls completed with Heiltsuk and Canadian Coast Guard.

-Canadian Coast Guard to facilitate coordination call,BC MOECCS to host

-Call to occur 28/11/17 at 8:30 hours

-BC MOECCS, CCG, Heiltsuk will develop a ICS 232 for Norman Morrison Bay.

-WCMRC has provided 232 from Seaforth Channel incident for additional information

John Kervel, Environmental Emergency Response Officer | Environmental Emergency Program | Environmental Protection Division | Ph. 604-582-5376

On Nov 27, 2017, at 6:19 PM, Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca<mailto:Jeff.Brady@dfo-mpo.gc.ca>> wrote:

Hello,

Comments for Situation Report:

* Transfer of Command occurred at 1515L from Joint Rescue Coordination Centre (JRCC) to the Canadian Coast Guard (CCG)
* Tug Gulf Cajun has barge under tow. Current location is 1.2NM NW of Cape Swaine. ETA for Norman Morrison Bay is 1700L
* CCGS Gordon Reid continues to stand-by & monitor the situation
* Jake Shearer is also following along bound for Norman Morrison Bay.
* Heiltsuk, TC, CCG and BC Coast Pilots approve of transit route to Seaforth Channel and then to Norman Morrison Bay.
* CCG personnel arrived in Port Hardy at 1330L at the Port Hardy LifeBoat Station with the following additional personnel:
* WCMRCx4
* Harley Marine x2
* Heiltsuk x1

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* Lifeboat crew
* Additional ER Resources arrived in Port Hardy at 1500 with the vessel Oval Bay and the boom trailer.
* CCG 701 and CGE 665 arriving in Campbell River by 1600 for the night.
* CCGS Bartlett loaded E/R equipment, enroute to Port Hardy to stand by for further assessment. ETA 0300L Tuesday.
* WCMRC stopping for crew rest in Klemtu and Port McNeill.
* Incident Command Post being setup at the Port Hardy Fire Station.
* Harley Marine, Heiltsuk Nation, CCG, Provincial MOE, WCMRC
* The tug Jake Shearer is being boomed by WCMRC the evening of Nov 27th.
* CCG Cape St James will be transporting Heiltsuk observes to the Tug and Barge in Norman Morrison Bay on Nov 28th.
* CCG helicopter will be transporting CCG, Harley Marine, and Provincial staff.

Jeff Brady
Deputy Superintendent, Environmental Response Canadian Coast Guard Jeff.Brady@dfo-mpo.gc.ca<mailto:Jeff.Brady@dfo-mpo.gc.ca> / Tel: 604-816-7432

Suritendant associ?- Intervention environnementale Garde c?ti?re canadienne<http://intra.coast-guard.ca/>
Jeff.Brady@dfo-mpo.gc.ca<mailto:Jeff.Brady@dfo-mpo.gc.ca> / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: [redacted]
Sent: 2017–November-27 7:22 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

Hello Philip et al,

The tug is now boomed and the Gulf Rival and West Coast are returning to dock.

[redacted] Nanaimo

[redacted] Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 7:10 PM
To: [redacted]
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

Thank you. Please advise all when completed.

Philip Murdock

From: [redacted]
Sent: November-27-17 6:53 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

The Gulf Rival is being assisted by the Westcoast

[redacted] Nanaimo

[redacted] Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

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From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 6:51 PM
To: [redacted]
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

What vessel is / was doing the work?

Philip

From: [redacted]
Sent: November-27-17 6:37 PM
To: Murdock, Philip
Subject: RE: Discussion

That is what we have directed Shearwater to do.

[redacted] Nanaimo

[redacted] Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

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From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 6:28 PM
To: [redacted]
Cc: [redacted] Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>
Subject: Re: Discussion

Correct.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [redacted]
Sent: Monday, November 27, 2017 4:42 PM
To: Murdock, Philip
Subject: RE: Discussion

Just to confirm - boom task is just the tug. Correct?

[redacted]

[redacted]

[redacted] Head Office: 206-3500 Gilmore Way, Burnaby, B.C. V5G 0B8

Western Canada Marine Response Corporation

s.16(2)
s.19(1)
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Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 3:34 PM
To:
Subject: Discussion

Are you both available for a quick discusion?

877.413.4781

Before the 1600 (now) Please. Acknowledge.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

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Dait, Haydee

From: [redacted]
Sent: 2017–November-27 7:30 PM
To: Brady, Jeff; [redacted]
john.kervel@gov.bc.ca
Subject: Situation Report
Attachments: ICS 209 Situation Summary.docx

[redacted]

Email: [redacted]
Direct:
Fax:

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1. Incident Name	2. Operational Period (Date / Time)	INCIDENT STATUS SUMMARY ICS 209-CG
MV Arrow	From: To: Time of Report 25 September 2015 0630 1900 hrs local 25 September 2015 2100	

3. Type of Incident

☒	Oil Spill	☐	HAZMAT	☐	AMIO
☐	SAR/Major SART	☐	SI/Terrorism	☐	Natural Disaster
☒	Marine Disaster	☐	Civil Disturbance	☐	Military Outload
☐	Planned Event	☐	Maritime HLS/Prevention	☐	

4. Situation Summary as of Time of Report:

0740: GULF CAJUN arrived on scene at the southern portion of the

0841 GULF CAJUN was reported that he tug was all fast to the barge, and anchor raising operations began

0905 ZIDELL MARINE 277 was under tow at approximately 4 knots

1015 The Tow was reported to be preceding north bound due to weather. Location for safe harbor being evaluated

1135 Harley Marine Responders arrived at the fire Station; I initial ICP in Port Hardy

1200 Coordination call with interested parties

Transfer of command from Joint Rescue Coordination Centre (JRCC) to the Canadian Coast Guard (CCG) occurred at 1515.

The tug *Gulf Cajun* has the tug under tow, with CCG vessel *Gordon Reid* escorting. They are currently 1.2NM NW of Cape Swaine, and are expected to arrive to Norman Morrison Bay at 1700. *Jake Shearer* is following, also heading towards Norman Morrison Bay. This route was approved by the Heiltsuk First Nation, Transport Canada (TC), CCG, and BC Coast Pilots.

CCG Personnel arrived at the Port Hardy Lifeboat Station at 1330, along with four WCMRC personnel, two Harley Marine personnel, one Heiltsuk representative, and a lifeboat crew. At 1500, additional Environmental Response personnel arrived in Port Hardy with the vessel *Oval Bay*, and a boom trailer. By 1600 tonight, there are to be CCG 701 and CGE 665 arriving in Campbell River.

The CCG vessel *Bartlett* has been loaded with Environment Response equipment and are en route to Port Hardy to standby dependent on the results of further assessment. *Bartlett* is anticipated to arrive in Port Hardy by 0300 on Tuesday.

The Incident Command Post - with an activated Unified Command comprised of Harley Marine, Heiltsuk Nation, CCG, Provincial MOE, and WCMRC - has been set up in the Port Hardy Fire Rescue station.

WCMRC has two crews stopping to rest in Klemtu (*Eagle Bay*) and Port Hardy (*G.M. Penman*). WCMRC is also booming the *Jake Shearer* during the evening of November 27th.

Coordination calls have been completed between the Heiltsuk Nation and the CCG.

1820 tow anchored in Norman Morrison Bay

1920 oil containment boom deployed around the tug JAKE SHEARER

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5. Future Outlook/Goals/Needs/Issues:

A coordination call is to occur tomorrow (11/28/2017) at 0830, which will be facilitated by the CCG and hosted by BC MOECCS.

The BC MOECCS, CCG, and Heiltsuk will be developing an ICS 232 for Norman Morrison Bay. WCMRC has provided a 232 from the *Nathan E. Stewart* incident for additional information.

The CCG vessel *Cape St. James* will be transporting Heiltsuk observers to the tug and barge in Norman Morrison Bay during the day of November 28th. The CCG helicopter will be transporting CCG, Harley Marine, and Provincial personnel to the tug and barge.

6. Safety Status/Personnel Casualty Summary

	Since Last Report	Adjustments To Previous Op Period	Total
Responder Injury			
Responder Death			
Public Missing (Active Search)			
Public Missing (Presumed Lost)			
Public Uninjured			
Public Injured			
Public Dead			
Total Public Involved			

7. Property Damage Summary

Vessel – MV Arrow	$ N/A
Cargo- N/A	$
Facility-	$
Other	$

8. Attachments with clarifying information

☒	Oil/HAZMAT	☐	SAR/LE	☐	
☐		☐		☐	
☐	Marine Disaster	☐	Civil Disturbance	☐	Military Outload

9. Equipment Resources

Kind	Notes	# Ordered	# Available	# Assigned	# Out of Service
CG Assets					
Aircraft – Helo					
Aircraft – Fixed Wing					
Vessels –CG Cutter					
Vessels – Boat					
Vehicles – Truck					
Vehicles – Truck					
Mobile Command Post					
Pollution Equip. Trailer					
Pollution Equip – Boom					
Vehicles					
Vehicles					
Vehicles					
Portable Storage					
Non-CG/Other Assets					
Aircraft – Helo					
Aircraft – Fixed Wing					
Vessels – SAR/LE Boat					
Vessels – Work/Crew Boat ER					

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Vessels – Tug/Tow Boat					
Vessels – Pilot Boat					
Vessels – Deck Barge					
Dive Team					
Vehicles – Car					
Vehicles – Crane					
Vehicles – Truck					
Vehicles – Fire/Rescue/HAZMAT					
Vehicles – Vac/Tank Truck					
Vehicles –					
Pollution Equip – Skimmers					
Pollution Equip – Tank Vsl/ Barge					
Pollution Equip – Portable Storage					
Pollution Equip – OSRV					
Pollution Equip – Boom					
Pollution Equip –					

10. Personnel Resources

Agency	**Total # of People**
Total Personnel Resources Used From all Organizations:	

11. Prepared by:	**Date/Time Prepared: 19**26 hours 11-27-17

No information has been removed or severed from this page

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Dait, Haydee

From: [redacted]
Sent: 2017–November-27 7:42 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: Re: Discussion

Sounds good

[redacted]

[redacted] Nanaimo

[redacted] Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

-------- Original message --------
From: "Murdock, Philip" <Philip.Murdock@dfo-mpo.gc.ca>
Date: 2017-11-27 7:41 PM (GMT-08:00)
To: [redacted]
Cc: "Brady, Jeff" <Jeff.Brady@dfo-mpo.gc.ca>, "ROC Planning Officer / agent de planification COR (DFO/MPO)" <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

Excellent. Look forward to the pictures tomorrow. Thank you.

Philip

From: [redacted]
Sent: November-27-17 7:22 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

Hello Philip et al,

The tug is now boomed and the Gulf Rival and West Coast are returning to dock.

[redacted] Nanaimo

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

[redacted] Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 7:10 PM
To: [redacted]
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

Thank you. Please advise all when completed.

Philip Murdock

From: [redacted]
Sent: November-27-17 6:53 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

The Gulf Rival is being assisted by the Westcoast

[redacted] Nanaimo

[redacted] | Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 6:51 PM
To: [redacted]
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

What vessel is / was doing the work?

Philip

From: [redacted]
Sent: November-27-17 6:37 PM
To: Murdock, Philip
Subject: RE: Discussion

That is what we have directed Shearwater to do.

s..6(2)
s.19(1)
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[redacted] Nanaimo

[redacted] Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 6:28 PM
To: [redacted]
Cc: [redacted] Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>
Subject: Re: Discussion

Correct.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [redacted]
Sent: Monday, November 27, 2017 4:42 PM
To: Murdock, Philip
Subject: RE: Discussion

Just to confirm - boom task is just the tug. Correct?

[redacted]

[redacted] Head Office: 206-3500 Gilmore Way, Burnaby, B.C. V5G 0B8

Western Canada Marine Response Corporation

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 3:34 PM
To: [redacted]
Subject: Discussion

Are you both available for a quick discusion?

877.413.4781
[redacted]

Before the 1600 (now) Please. Acknowledge.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

No information has been removed or severed from this page

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Dait, Haydee

From:
Sent: 2017–November-27 7:38 PM
To: Brady, Jeff;
john.kervel@gov.bc.ca
Subject: FW: Situation Report
Attachments: ICS 209 Situation Summary.docx

Disregard previous.

|

Western Canada Marine Response Corporation

Please consider the environment before printing this email

From:
Sent: November-27-17 7:30 PM
To: jeff.brady@dfo-mpo.gc.ca; ; john.kervel@gov.bc.ca
Subject: Situation Report

Email:
Direct:
Fax:

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation •

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	INCIDENT STATUS SUMMARY ICS 209-CG
Goose Island	From: To: Time of Report 11/27/2017 0600 11/28/2017 0600	

3. Type of Incident

	Oil Spill	☐	HAZMAT	☐	AMIO
☐	SAR/Major SART	☐	SI/Terrorism	☐	Natural Disaster
	Marine Disaster	☐	Civil Disturbance	☐	Military Outload
☐	Planned Event	☐	Maritime HLS/Prevention	☐	

4. Situation Summary as of Time of Report:

0740: GULF CAJUN arrived on scene at the southern portion of the

0841 GULF CAJUN was reported that he tug was all fast to the barge, and anchor raising operations began

0905 ZIDELL MARINE 277 was under tow at approximately 4 knots

1015 The Tow was reported to be preceding north bound due to weather. Location for safe harbor being evaluated

1135 Harley Marine Responders arrived at the fire Station; I initial ICP in Port Hardy

1200 Coordination call with interested parties

Transfer of command from Joint Rescue Coordination Centre (JRCC) to the Canadian Coast Guard (CCG) occurred at 1515.

The tug *Gulf Cajun* has the tug under tow, with CCG vessel *Gordon Reid* escorting. They are currently 1.2NM NW of Cape Swaine, and are expected to arrive to Norman Morrison Bay at 1700. *Jake Shearer* is following, also heading towards Norman Morrison Bay. This route was approved by the Heiltsuk First Nation, Transport Canada (TC), CCG, and BC Coast Pilots.

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1820 tow anchored in Norman Morrison Bay

1920 oil containment boom deployed around the tug JAKE SHEARER

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5. Future Outlook/Goals/Needs/Issues:

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	Since Last Report	Adjustments To Previous Op Period	Total
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Responder Death			
Public Missing (Active Search)			
Public Missing (Presumed Lost)			
Public Uninjured			
Public Injured			
Public Dead			
Total Public Involved			

7. Property Damage Summary

Vessel – MV Arrow	$ N/A
Cargo- N/A	$
Facility-	$
Other	$

8. Attachments with clarifying information

	Oil/HAZMAT	☐	SAR/LE	☐	
☐		☐		☐	
☐	Marine Disaster	☐	Civil Disturbance	☐	Military Outload

9. Equipment Resources

Kind	Notes	# Ordered	# Available	# Assigned	# Out of Service
CG Assets					
Aircraft – Helo					
Aircraft – Fixed Wing					
Vessels –CG Cutter					
Vessels – Boat					
Vehicles – Truck					
Vehicles – Truck					
Mobile Command Post					
Pollution Equip. Trailer					
Pollution Equip – Boom					
Vehicles					
Vehicles					
Vehicles					
Portable Storage					
Non-CG/Other Assets					
Aircraft – Helo					
Aircraft – Fixed Wing					
Vessels – SAR/LE Boat					
Vessels – Work/Crew Boat ER					

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Vessels – Tug/Tow Boat					
Vessels – Pilot Boat					
Vessels – Deck Barge					
Dive Team					
Vehicles – Car					
Vehicles – Crane					
Vehicles – Truck					
Vehicles – Fire/Rescue/HAZMAT					
Vehicles – Vac/Tank Truck					
Vehicles –					
Pollution Equip – Skimmers					
Pollution Equip – Tank Vsl/ Barge					
Pollution Equip – Portable Storage					
Pollution Equip – OSRV					
Pollution Equip – Boom					
Pollution Equip –					

10. Personnel Resources

Agency	**Total # of People**
Total Personnel Resources Used From all Organizations:	

11. Prepared by:	**Date/Time Prepared: 19**26 hours 11-27-17

Pages 627 to / à 631

are not relevant

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-27 7:17 PM
To: [redacted]
Cc: [redacted] Kervel, John ENV:EX (John.Kervel@gov.bc.ca); [redacted]
Subject: CCG 204's
Attachments: 204 - CCG Helicopter.pdf; 204 - CCG Safety Vessel.pdf; 204 - CCGS Gordon Reid.pdf

See attached.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/28/17	Branch: AIR OPS
	Time From: 08:00	Time To: 20:00	Division: Helicopter Ops
			Group: CCG
			Staging Area: YZT Port Hardy Airport

4. Operations Personnel: Name — Contact Number(s)

Operations Section Chief: _____

Branch Director: Michael Martens _____

Division/Group Supervisor: _____

5. Resources Assigned:		# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
Resource Identifier	Leader			
CCG 443 Helicopter	(Pilot)Dave Ferguson		Dave ferguson (	Helicopter immersion suit or
				cruiser suit required to fly
				N.O.K. information required
				Name,address, phone #

6. Work Assignments:

Transport responders, Federal and Provincial Government staff to Bella Bella (CBBC) airport and to the barge site as required.

Daylight hours only.

7. Special Instructions:

Next Of Kin information must be provided to the CCG Regional Operations Center (ROC) prior to boarding the aircraft.

All transport on CCG aircraft should be arranged through Michael Martens and passengers from Bella Bella and Port Hardy must arrange to be at the Airport when scheduled.

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
VHF 83A /	CCG 443 Pilot cell phone number
Air Ops /	Michael Martens
/	
/	

9. Prepared by: Name: Michael Martens Position/Title: Air Ops Branch direct Signature: _____

ICS 204 | **IAP Page** ____ Date/Time: November 27, 2017

Pages 634 to / à 635

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/28/17	Branch: On Water Ops
	Time From: 08:00	Time To: 20:00	

4. Operations Personnel: Name / Contact Number(s)

Operations Section Chief: [redacted]

Branch Director:

Division/Group Supervisor: Cape St James OIC

Division:

Group:

Staging Area:

5. Resources Assigned:

Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
Cape St James (47' LE	Officer in Charge	4	[redacted]	Bella Bella Gov't dock

6. Work Assignments:

CCG Life Boat required to provide on scene support to ongoing incident in Norman Morrison Bay.

Vessel is required to support on scene as Safety Vessel, and platform for Heiltsuk observers.

Vessel is required to check in with CCGS Bartlett.

7. Special Instructions:

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
Cape St James /	[redacted]
Incident Command Post	6048167432
/	
/	

9. Prepared by: Name: Jeff Brady Position/Title: Federal IC Signature:

ICS 204 | **IAP Page** _____ Date/Time:

Pages 637 to / à 638

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s.16(2)

s.19(1)

ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/28/17	Branch: On- Water Ops
	Time From: 0800	Time To: 20:00	

4. Operations Personnel: Name — Contact Number(s)

Operations Section Chief: [redacted]

Branch Director: _____

Division/Group Supervisor: _____

Division:

Group:

Staging Area:

5. Resources Assigned:

Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
CCGS Gordon Ried	Captain	20	[redacted]	

6. Work Assignments:

Provide on scene support to ongoing incident in Norman Morrison Bay.

Ship is required for On Scene Command.

Track all vessel movements within the incident site.

Report to Port Hardy ICP with updates

7. Special Instructions:

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
On Scene Coordinator (CCGS Gordon R	[redacted]
Incident Command Post	6048167432
/	
/	

9. Prepared by: Name: Jeff Brady Position/Title: Federal IC Signature: _____

ICS 204 | **IAP Page** _____ Date/Time: _____

Pages 640 to / à 641

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-27 8:21 PM
To: ROC1 / COR1 (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Murdock, Philip; Wootton, Brian
Cc: McCann, Timothy; Yager, Tyler; Martens, Michael
Subject: Fwd: ICS 209
Attachments: ICS 209 Situation Summary.docx
Attachments provided elsewhere

See attached daily situation summary.

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

---------- Forwarded message ----------
From: [redacted]
Date: Mon, Nov 27, 2017 at 8:02 PM -0800
Subject: ICS 209
To: "Brady, Jeff" <Jeff.Brady@dfo-mpo.gc.ca> [redacted]

[redacted]

Email: [redacted]
Direct:
Fax:

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation •

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Pages 643 to / à 647

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Dait, Haydee

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 8:10 PM
To: Middleton, Andrea; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #7
Attachments: handover-annexa-eng.doc

1. CCG Region/Incident Name:
WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
MARINE / M2
3. Date/Time:
27 NOV 2017 / 2000 PDT
4. Primary Department(s)/Agency(s):
CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/
6. Regional Location:
a. Province/Territory BRITISH COLUMBIA
b. City: N/A
c. Amplifying location details (as required):
QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
At 1600 pst, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN. TUG GULF CAJUN PASSED TOW OF DANGEROUS GOODS TO NORMA H AND HAS NOW TAKEN OVER AS THE PRIMARY RESPONSE TUG. GULF CAJUN CURRENTLY ON SCENE WITH THE BARGE, ATTACHING TOW LINE. CCGS GORDON REID AND JAKE SHEARER STANDING BY. UPDATE TO FOLLOW. GULF CAJUN SEEKING DIRECTION ON DESTINATION FOR BARGE. TUG GULF CAJUN NOW ABEAM IVORY ISLAND, SEAFORTH CHANNEL, WITH BARGE IN TOW. CCGS GORDON REID AND TUG JAKE SHEARER ACCOMPANYING TO NORMAN MORRISON BAY. ALL VESSELS NOW IN SHELTERED WATERS. SAR OPERATIONS CONCLUDED. JACK SHEARER, AND GULF CAJUN ARE ANCHORED IN NORMAN MORISON BAY WITH THE BARGE. PRECAUTIONARY BOOM AROUND JACK SHEARER. GORDON REID RUNNING WEATHER COURSES OVERNIGHT IN RAYMOND PASSAGE.
8. Actions Taken:

ER VICTORIA: - 1515L ENVIRONMENTAL RESONSE ACCEPTS TRANFER OF COMMAND FROM JRCC.

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- EQUIPMENT TRAILERS FROM SEA ISLAND AND VICTORIA DEPOT STAGED IN PORT HARDY
- BARTLETT ETA PORT HARDY 0700L NOVEMBER 28

JRCC Victoria: - Gordon Reid tasked. ON SCENE.

-Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist. No eta at this time. Barge dropped and enroute. Eta 0400 pst. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.

-Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.

- District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG. BARGE TO BE TOWED TO SAFE REFUGE, UPCOMING WEATHER A LARGE FACTOR IN CHOICE. DESTINATION TO BE DISCUSSED. TUG AND BARGE TO BE ANCHORED IN NORMAN MORRISON BAY WHERE INSPECTION OF VESSELS TO TAKE PLACE.

TC INSPECTORS ARRIVING ON SCENE TOMORROW. CG HELICOPTER BRINGING ADDITIONAL PERSONNEL TO THE SCENE FROM PORT HARDY, UNIFIED COMMAND ESTABLISHED WITH IC's FROM CCG, BC MOE, HEILTSUK NATION, AND RESPONSIBLE PARTY HARLEY MARINE. INTEND ICP TO COMMECE OPERATIONS NOVEMBER 28 0700.

11. Environmental Factors:

- Pollution potential if barge goes aground.
  - Wind SE 30-40 kts
  - Wave height 9 feet
  - Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor.

13. Personnel Status:

a. CCG: ops normal

b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal

b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE. CASE TO BE HANDED OVER TO ENVIRONMENTAL RESPONSE WHEN SAFETY OF CREW ON BARGE CONFIRMED AND BARGE IS SECURELY UNDER TOW AND AWAY FROM SHORE. ALL INVOLVED VESSELS NOW IN SHELTERED WATERS. CASE BEING HANDED OVER TO ENVIRONMENTAL RESPONSE.

16. Command Assessment:

17. Next SITREP will be provided at 1000L NOVEMBER 28 **PST**

No information has been removed or severed from this page

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DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

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APPENDIX A - HANDOVER MESSAGE

TO: ENVIRONMENTAL RESPONSE - EOC / ROC (PHIL MURDOCK)

INFO: EMBC / ECCC / BC ENVIRONMENT / HEILTSUK NATION / WCMRC / MCTS / TC / DFO / MOE / BC COAST PILOTS

TASKING HANDOVER MESSAGE

At 27/2300Z JRCC Victoria SAR response concluded for incident V2017-3090. As Per Annex C of the Canadian Joint Operations Command SAR Directive, and Handover Procedures for CG Operations, Coast Guard Environmental Response assumes control over operations of this incident.

JRCC / MRSC INCIDENT NUMBER : V2017-3090

INCIDENT TYPE : Marine – Fuel Barge (Sidell Marine 277) adrift. (Broken free from Composite Tug Jake Shearer)

HANDOVER DATE-TIME: 27/2300Z

DISTRESSED/DISABLED VESSEL(s) DESCRIPTION: Fuel Barge, 420' in length, 4 million litres of Diesel/Gasoline aboard. Tug: Jake Shearer (Pusher Tug) slight water ingress to #1 fuel tank. NO contaminants released from either vessel at this time.
NAME, CALL SIGN, MMSI: Sidell Marine 277 / Jake Shearer.
VESSEL TYPE, COLOR, LOA, GRT, CFV# (Composite Fuel Barge/Tug
SATELLITE/CELLULAR PHONE NUMBER
NUMBER OF POB: 2 pob on barge, 7 pob on tug.

ON-SCENE WEATHER: Winds: SSW 30-40 kts, Seas: 3 m rough.

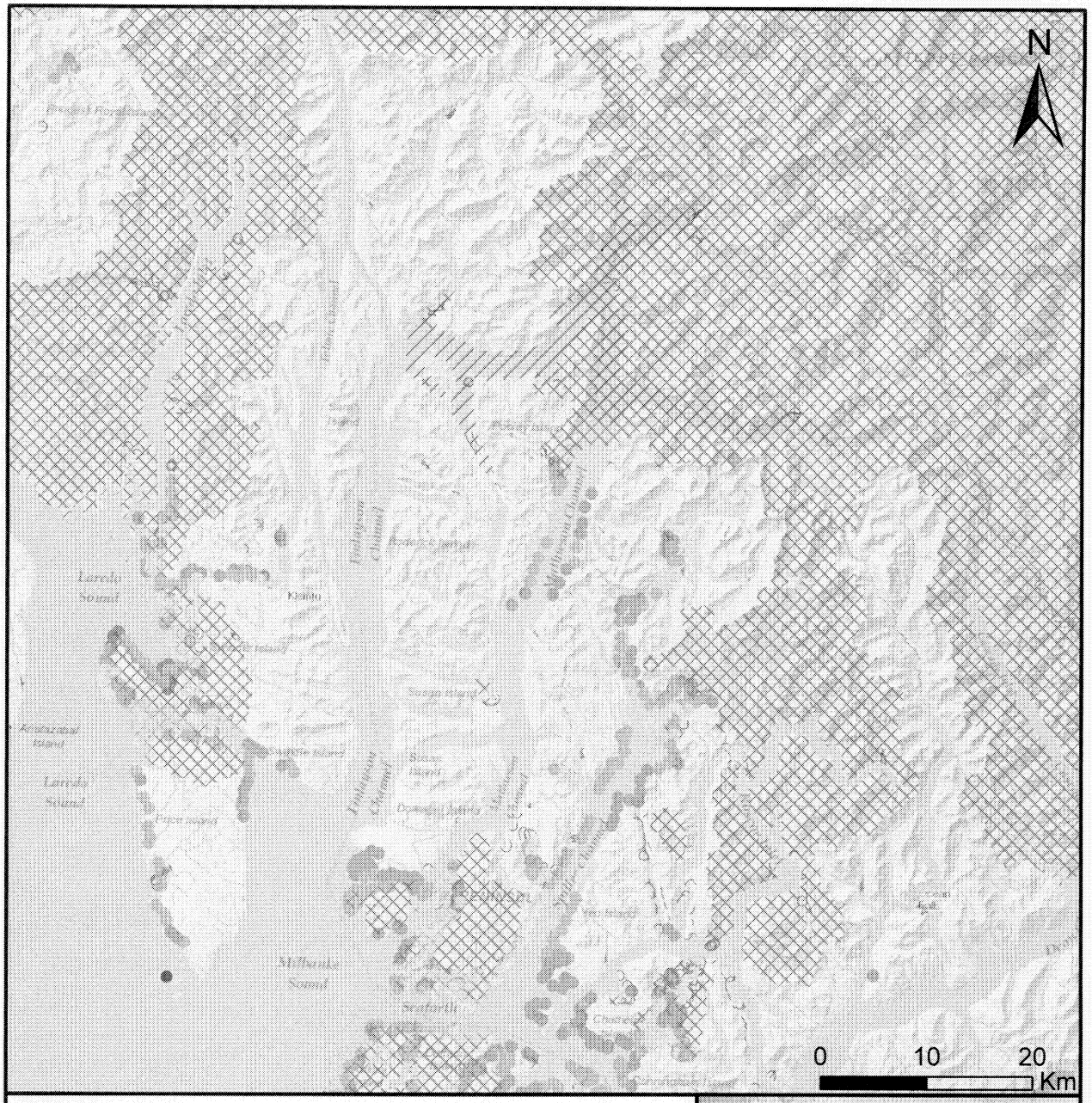
SITREP: Fuel Barge (Sidell Marine 277) has been recovered by Tug Gulf Cajun and is currently in tow for an area of refuge (Norman Morrison Bay). 2 crew members from the Jake Shearer remain on board the barge and are safe at this time. CG Environmental Response Personnel are on location at the Regional Operations Centre and standing by at other locations on the coast. Coast Guard resources are stood down from SAR operations. SRR Commander concurs.

HANDOVER FROM JRCC Victoria **TO** Environmental Response Emergency Operations Centre **at** 27/2300 UTC

NAME OF MESSAGE AUTHOR: Paul Tasker

VESSEL or CENTRE NAME / OFFICER INITIALS: JRCC Victoria / PT.

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Seabird Colony

- > 100,000
- 10,000 - 100,000
- 1,000 - 10,000
- 100 - 1,000
- 10 - 100
- 1 - 10

GBHE Colony

Herring Spawn Index

- Vital
- Major
- High
- Medium
- Low
- Minor

Eelgrass

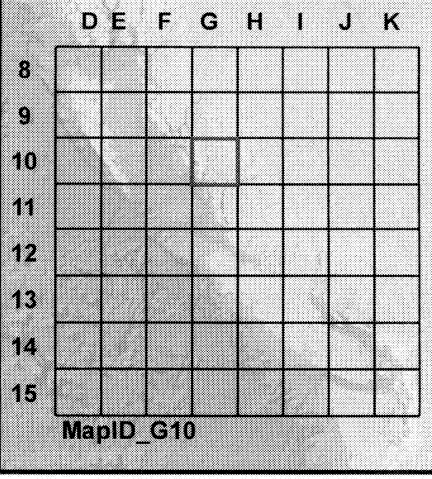
IBA

Protected Areas

PECP Estuaries

Freshwater Atlas

- Rivers
- Wetlands



Environment Canada / Environnement Canada

Canadian Wildlife Service / Service canadien de la faune

Canada

Figure 1

000652

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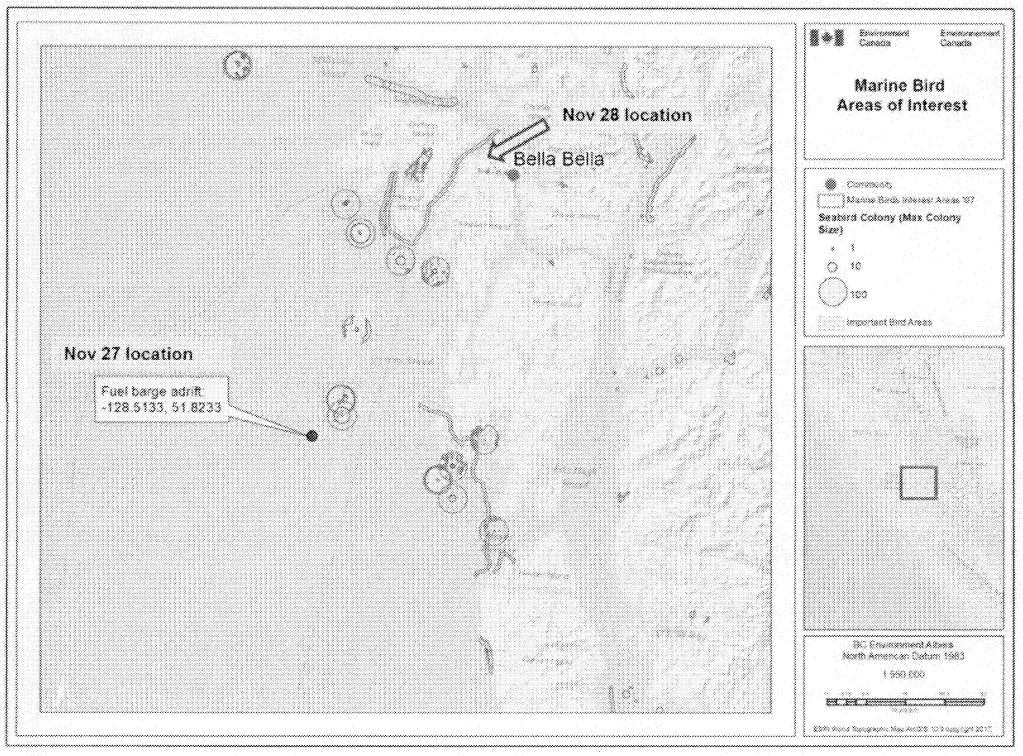


Figure 3. Summary of Marine Bird Areas of Interest to the Canadian Wildlife Service, in the vicinity of the Jaker Shearer and barge near Goose Island and Norman Morison Bay, BC, including BirdLife International Important Bird Areas (IBA) and seabird colonies.

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Species and Features to be protected in the Norman Morrison Bay area (including north Raymond Channel) include[1]:

Terrestrial Mammal

- Deer

Avian Aquatic

- Duck
- Goose

Intertidal

- Clams
- Cockles
- Crab
- Dungeness crab
- Eelgrass
- Geoduck

Aquatic Vertebrate / Invertebrate

- Halibut
- Herring (juvenile)
- Black cod
- Rock cod
- Salmon (juveniles)
- Octopus
- Prawns
- Yellow eye rockfish
- Sea cucumber
- Sea urchin

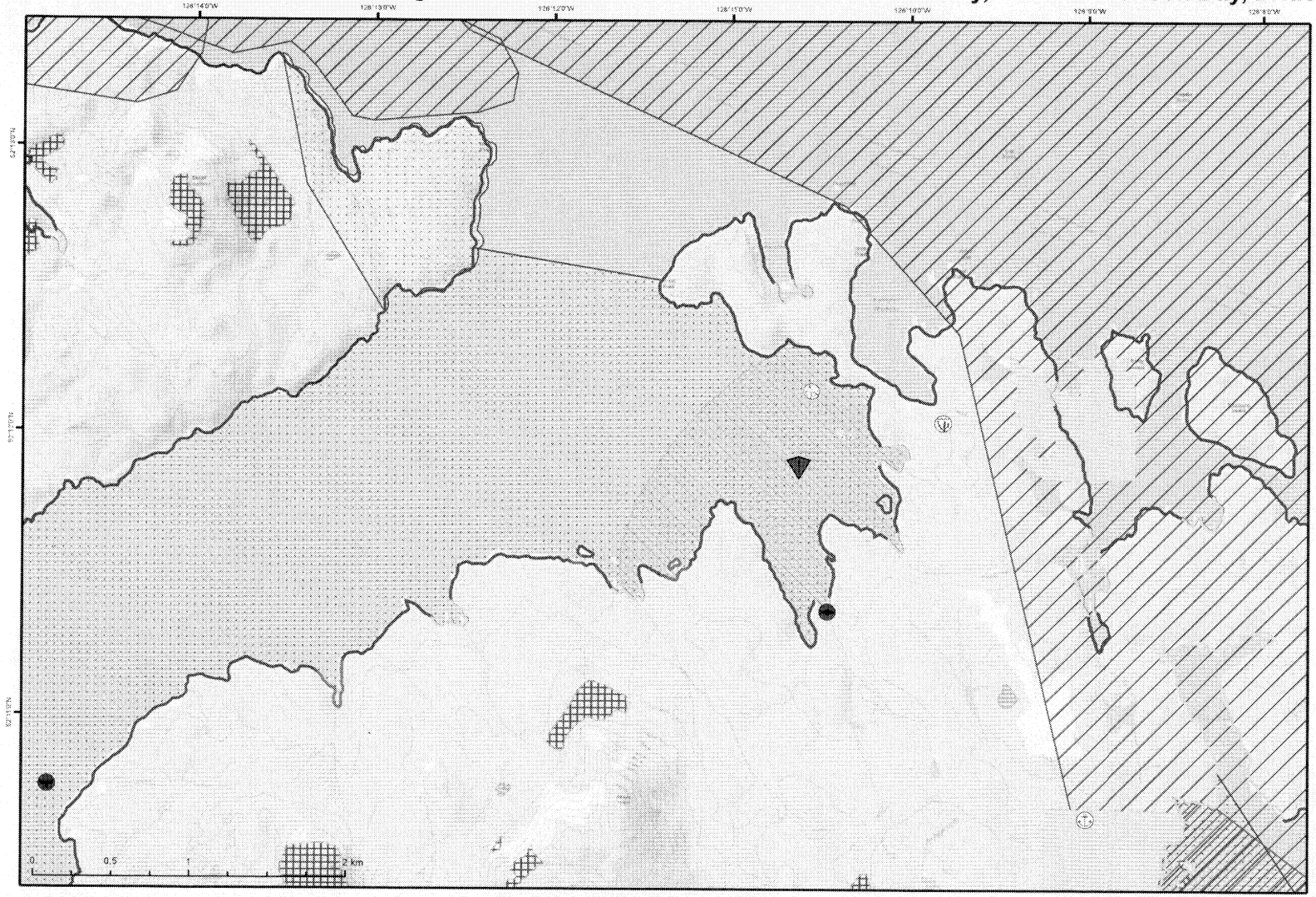
Cultural

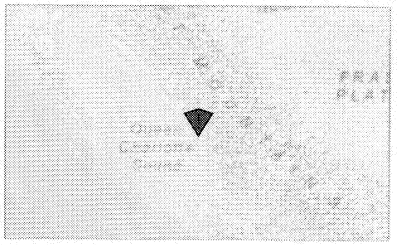
- Food and medicinal plants, e.g. sea asparagus
- Rock art
- Fish weir, trap

[1] This list has been tailored to the current time of year (November/December) and would need to be adapted for an incident at another time.

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Tug JAKE SHEARER and barge ZIDEL 227 anchored at Norman Morisson Bay, Norman Morison Bay, BritishColumbia, 2017-11-28





Legend / Légende

- Incident
- Indigenous land
- Marina
- Log handling and storage tenure

Marine mammal
Subelement (en), Status (en)

- Whale, Species at risk
- Coral reef

Fish observations by COSEWIC status

- Species at risk
- Herring spawning area

Shoreline classification (BC)

- Marsh
- Sand Tidal Flat
- Mixed and Coarse Sediment Tidal Flat
- Mixed Sediment Beach or Bank
- Sand Beach or Bank
- Bedrock Cliff/Vertical
- Clam bed
- Recreational fisheries
- Shellfish growing area
- Protected conservation area
- Marine protected area
- Wetland

Critical habitat - SARA Schedule 1 fauna species

- Bird

NEEC / CNUE

Environment and Climate Change Canada / Environnement et Changement climatique Canada

Map produced on / Carte realisée le 2017-11-28

N

1:25 000

Source:
Government of Canada, Government of British Columbia, ESRI
Coordinate System / Système de coordonnées:
NAD 1983 UTM Zone 9N

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1. Incident Name	2. Operational Period (Date / Time)	INCIDENT STATUS SUMMARY ICS 209-CG
Goose Island	From: To: Time of Report 11/27/2017 0600 11/28/2017 0600	

3. Type of Incident

	Oil Spill	☐	HAZMAT	☐	AMIO
☐	SAR/Major SART	☐	SI/Terrorism	☐	Natural Disaster
	Marine Disaster	☐	Civil Disturbance	☐	Military Outload
☐	Planned Event	☐	Maritime HLS/Prevention	☐	

4. Situation Summary as of Time of Report:

0740: GULF CAJUN arrived on scene at the southern portion of the

0841 GULF CAJUN was reported that he tug was all fast to the barge, and anchor raising operations began

0905 ZIDELL MARINE 277 was under tow at approximately 4 knots

1015 The Tow was reported to be preceding north bound due to weather. Location for safe harbor being evaluated

1135 Harley Marine Responders arrived at the fire Station; I initial ICP in Port Hardy

1200 Coordination call with interested parties

Transfer of command from Joint Rescue Coordination Centre (JRCC) to the Canadian Coast Guard (CCG) occurred at 1515.

The tug *Gulf Cajun* has the tug under tow, with CCG vessel *Gordon Reid* escorting. They are currently 1.2NM NW of Cape Swaine, and are expected to arrive to Norman Morrison Bay at 1700. *Jake Shearer* is following, also heading towards Norman Morrison Bay. This route was approved by the Heiltsuk First Nation, Transport Canada (TC), CCG, and BC Coast Pilots.

CCG Personnel arrived at the Port Hardy Lifeboat Station at 1330, along with four WCMRC personnel, two Harley Marine personnel, one Heiltsuk representative, and a lifeboat crew. At 1500, additional Environmental Response personnel arrived in Port Hardy with the vessel *Oval Bay*, and a boom trailer. By 1600 tonight, there are to be CCG 701 and CGE 665 arriving in Campbell River.

The CCG vessel *Bartlett* has been loaded with Environment Response equipment and are en route to Port Hardy to standby dependent on the results of further assessment. *Bartlett* is anticipated to arrive in Port Hardy by 0300 on Tuesday.

The Incident Command Post - with an activated Unified Command comprised of Harley Marine, Heiltsuk Nation, CCG, Provincial MOE, and WCMRC - has been set up in the Port Hardy Fire Rescue station.

WCMRC has two crews stopping to rest in Klemtu (*Eagle Bay*) and Port Hardy (*G.M. Penman*). WCMRC is also booming the *Jake Shearer* during the evening of November 27th.

Coordination calls have been completed between the Heiltsuk Nation and the CCG.

1820 tow anchored in Norman Morrison Bay

1920 oil containment boom deployed around the tug JAKE SHEARER

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5. Future Outlook/Goals/Needs/Issues:

A coordination call is to occur tomorrow (11/28/2017) at 0800, which will be facilitated by the CCG.

The BC MOE, ECCC, CCG, and Heiltsuk will be developing an ICS 232 for Norman Morrison Bay. WCMRC has provided a 232 from the *Nathan E. Stewart* incident for additional information.

The CCG vessel *Cape St. James* will be transporting Heiltsuk observers to the tug and barge in Norman Morrison Bay during the day of November 28th. The CCG helicopter will be transporting CCG, Harley Marine, and Provincial personnel to the tug and barge.

6. Safety Status/Personnel Casualty Summary

	Since Last Report	Adjustments To Previous Op Period	Total
Responder Injury			
Responder Death			
Public Missing (Active Search)			
Public Missing (Presumed Lost)			
Public Uninjured			
Public Injured			
Public Dead			
Total Public Involved			

7. Property Damage Summary

Vessel – MV Arrow	$ N/A
Cargo- N/A	$
Facility-	$
Other	$

8. Attachments with clarifying information

	Oil/HAZMAT	☐	SAR/LE	☐	
☐		☐		☐	
☐	Marine Disaster	☐	Civil Disturbance	☐	Military Outload

9. Equipment Resources

Kind	Notes	# Ordered	# Available	# Assigned	# Out of Service
CG Assets					
Aircraft – Helo					
Aircraft – Fixed Wing					
Vessels –CG Cutter					
Vessels – Boat					
Vehicles – Truck					
Vehicles – Truck					
Mobile Command Post					
Pollution Equip. Trailer					
Pollution Equip – Boom					
Vehicles					
Vehicles					
Vehicles					
Portable Storage					
Non-CG/Other Assets					
Aircraft – Helo					
Aircraft – Fixed Wing					
Vessels – SAR/LE Boat					
Vessels – Work/Crew Boat ER					
Vessels – Tug/Tow Boat					

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Vessels – Pilot Boat					
Vessels – Deck Barge					
Dive Team					
Vehicles – Car					
Vehicles – Crane					
Vehicles – Truck					
Vehicles – Fire/Rescue/HAZMAT					
Vehicles – Vac/Tank Truck					
Vehicles –					
Pollution Equip – Skimmers					
Pollution Equip – Tank Vsl/ Barge					
Pollution Equip – Portable Storage					
Pollution Equip – OSRV					
Pollution Equip – Boom					
Pollution Equip –					

10. Personnel Resources

Agency	**Total # of People**
Total Personnel Resources Used From all Organizations:	

11. Prepared by:	**Date/Time Prepared: 19**26 hours
[redacted] & [redacted]	11-27-17

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Incident Name	2. Operational Period (Date / Time) From: To: Time of Report	ICS 209-CG OIL/HAZMAT ATTACHMENT

3. HAZMAT/Oil Spill Status (Estimated, in gallons)

Common Name(s):

UN Number:	☐ Secured ☒ Unsecured
CAS Number:	Remaining Potential (bbl):
	Rate of Spillage (bbl/hr):

	Adjustments To Previous Operational Period	Since Last Report	Total
Volume Spilled/Released			unknown
Mass Balance - HAZMAT/Oil Budget			
Recovered HAZMAT/Oil			
Evaporation/Airborne			
Natural Dispersion			
Chemical Dispersion			
Burned			
Floating, Contained			
Floating, Uncontained			
Onshore			
Total HAZMAT/Oil accounted for:	N/A	N/A	

Comments:

4. HAZMAT/Oil Waste Management (Estimated, Since Last Report)

	Recovered	Disposed	Stored
Oil			
Oily Liquids			
Liquids			
Oily Solids			
Solids (tons)			

Comments:

5. HAZMAT/Oil Shoreline Impacts (Estimated in miles)

Degree of Impact	Affected	Cleaned	To Be Cleaned
Light			
Medium			
Heavy			
Total			

Comments:

6. HAZMAT/Oil Wildlife Impacts (Since Last Report)

					Died in Facility	
Type of Wildlife	Captured	Cleaned	Released	DOA	Euthanized	Other
Birds						
Mammals						
Reptiles						
Fish						
Total						

Comments: Nil impact

7. Prepared by:	Date/Time Prepared:

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1. Incident Name	2. Operational Period (Date / Time) From: To: Time of Report	ICS 209-CG SAR/LE ATTACHMENT

3. Evacuation Status

	Since Last Report	Adjustments To Previous Operational Period	Total
Total to be Evacuated			
Number Evacuated			

4. Migrant Interdiction Status

	Since Last Report	Adjustments To Previous Op Period	Total
Vessels Interdicted			
Migrants Interdicted at Sea			
Migrants Interdicted Ashore			
Injured			
MEDEVAC'd			
Deaths			
Migrants Repatriated			

5. Sorties/Patrols Summary (List of Sorties Since Last Report)

Air	Since Last Report	Total
Number of Sorties/Patrols		
Area Covered (square miles)		
Total Time On-Scene (In Hours)		
Surface	Since Last Report	Total
Number of Sorties/Patrols		
Area Covered (square miles)		
Total Time On-Scene (In Hours)		

6. Use of Force Summary

Category	Since Last Report	Total
III - Soft Empty Hand Control		
IV - Hard Empty Hand Control		
V - Intermediate Weapons		
VI - Deadly Force		
VSL - Force to Stop Vessel from Cutter/Boat		
A/C - Force to Stop Vessel From Aircraft		
Arrests		
Seizures		
Deaths		

7. Operational Controls Summary

Currently In Force

Type	Initiating Unit	Initiated Date	Activity #

Removed Since Last Report

Type	Initiating Unit	Initiated Date	Date Removed	Activity #

18. Prepared by:	Date/Time Prepared:

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1. Incident Name	2. Operational Period (Date / Time)	INCIDENT STATUS SUMMARY ICS 209-CG
Goose Island	From: To: Time of Report 11/27/2017 0600 11/28/2017 0600	

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	Marine Disaster	☐	Civil Disturbance	☐	Military Outload
☐	Planned Event	☐	Maritime HLS/Prevention	☐	

4. Situation Summary as of Time of Report:

At 0600, the *Eagle Bay* departed Klemtu for Norman Morrison Bay to help assist with the response. Due to rough weather conditions, the *Eagle Bay* was forced to return to Klemtu to leave the boom skiff they carried behind, and then returned towards Norman Morrison Bay as planned.

The *Jake Shearer* and *Zidell 277* were anchored in Norman Morrison Bay at 1820, where they stayed secure throughout the night. The CCG's *Gordon Reid* stayed with them to oversee. There has been no pollution sighted.

WCMRC's trailers and barges have been stood down. The *Gil Sentinel* is positioned in Klemtu, waiting for a weather window to return to Prince Rupert. The *G.M. Penman* is in Port Hardy standing down.

Environmental Response have been monitoring for hydrocarbons; none have been detected.

Harley Marine Services is on scene in Norman Morrison Bay.

Overflights of Norman Morrison Bay have occurred. Nothing new to report; the situation remains the same. CCG 443 grounded in Port Hardy.

There was a transfer of product from one hold of the tug to another, to balance the vessel. There is still water getting into the vessel; it is still unclear how or where.

In the case that the *Jake Shearer* does have a leak, the *Eagle Bay* does have skimming capabilities, and enough storage to hold the 6000 gallons of fuel that is currently in the vessel.

Kaien Sentinel returned to Prince Rupert at 1500.

5. Future Outlook/Goals/Needs/Issues:

The UC is looking to ensure the response resources being utilized are appropriate for the situation at hand, and will be assessing throughout the rest of this operational period.

A liaison group is being formed today in Bella Bella with Provincial, CCG and Heiltsuk representatives. The UC is looking at the potential development of an IAP. The liaison group will be returning to Bella Bella on November 29th.

Divers (Hydra) are to be deployed to site tomorrow. Their Pacific Coastal charter flight out of South Terminal is at 1330 tomorrow to Bella Bella. A Heiltsuk vessel will be recruited to escort them to scene.

TC, Harvey Marine and Heiltsuk observer completing ongoing inspection.

The tug *Earl W. Redd* is planned to remove the barge *Zidell 277* once the barge is cleared by TC for transportation. This is currently not viable due to weather conditions.

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Dait, Haydee

From: JRCCVictoria@JRCC@Victoria <JRCCvictoria@sarnet.dnd.ca>
Sent: 2018–March-20 2:03 PM
To: Dait, Haydee
Subject: JAKE SHEARER ATIP: FW: Bartlett ETA 0400 Nov. 28

From: ROC Planning Officer / agent de planification COR (DFO/MPO) [mailto:ROCPlanning@dfo-mpo.gc.ca]
Sent: November-27-17 1:27 AM
To: JRCCVictoria@JRCC@Victoria; Wootton, Brian; McNish, Joanne; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: Bartlett ETA 0400 Nov. 28

Bartlett ETA to the Jake Shearer.

0400 Nov. 28th.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

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Wong, Sara

From: Brady, Jeff
Sent: November-27-17 12:41 AM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Middleton, Andrea
Cc: Wootton, Brian; Murdock, Philip; Yager, Tyler; Martens, Michael; Wong, Helen; McCann, Timothy
Subject: 201's for Monday
Attachments: 201 - Richmond Commercial Truck.pdf; 201 - Richmond ER Crew.pdf; 201 - SAR.pdf; 201 - Victoria ER Crew (Boom).pdf; 201 - Victoria ER Crew (Oval Bay).pdf; 201 - WCMRC Penman.pdf

Hello,

Some 201's for tomorrow attached. In Short:

1. 0700 - Yager & Gladson will use a ER Vic truck to tow a boom trailer with 1000' of GP boom. Stage in Port Hardy.
2. 0700 - Snow & Elford will use ER Vic truck to tow CCG Oval Bay. Stage in Port Hardy
3. 0700 – Swift & Thomas will use ER Richmond truck to tow Response Trailer, and ICP Equipment. Stage in Port Hardy
4. 0730 – CCG Helo to transport MOE officer from Vic to Sea Island. @ 0900 Brady, Martens (and possibly ER Planning officer) join Helo at Sea Island. Stage in Port Hardy.
5. 1000 – Commercial truck to tow ER Richmond boom trailer (53'). Stage in Port Hardy

Tyler, ASAP, please advise the team on your temp cell number.

10 rooms are booked at the Quarter Deck in Port Hardy. Staff there says there are many more rooms available.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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ICS-204 (CCG) Assignment List

1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
Emergency Response Branch	WCMRC	Goose Island - 2017

4. OPERATIONAL PERIOD				5. OPERATIONAL PERSONNEL	
From Date	26/11/2017	To Date	28/11/2017	Operations Chief	Jeff Brady
From Time	00:00:00	To Time		Branch Director	
				Division/Group Supervisor	[redacted]

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier	Leader	No. of Persons	Contact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
Penman (Skimming Vessel)	Capatin	4		Report to Port Hardy for staging
[redacted]			[redacted]	

7. WORK ASSIGNMENTS

This is a large WCMRC skimming vessel.

It departed Nanaimo, and will be staged at Port Hardy.

[redacted] (WCMRC Supervisor) is driving up to Port Hardy, and can be contacted for info on this vessel.

8. SPECIAL INSTRUCTIONS

9. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System	Chan.	Function		Freq.	System	Chan.
Command	Local Repeat				Command	Local Repeat			
Div/Group Tactical					Div/Group Tactical				

10. PREPARED BY				11. APPROVED BY			
Name	Jeff Brady	Position/Title	OSC	Name	Position/Title	Date	Time
						27/11/2017	03:15:16

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ICS-204 (CCG) Assignment List

1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
Emergency Response Branch	Equipment Staging, ICP Setup	Goose Island - 2017

4. OPERATIONAL PERIOD				5. OPERATIONAL PERSONNEL	
From Date	26/11/2017	To Date	28/11/2017	Operations Chief	Jeff Brady
From Time	00:00:00	To Time		Branch Director	
				Division/Group Supervisor	Tyler Yager

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier	Leader	No. of Persons	Contact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
Victoria ER Truck	Carl Snow	2		Victoria Base
Oval Bay (RHIB)				

7. WORK ASSIGNMENTS

This crew is required to tow the Oval Bay from Victoria to Port Hardy.

Please bring additional communications equipment (VHF/UHF/Sat Phone)

If unable to contact Jeff Brady, contact the ROC.

Ensure vessel is fueled prior to launch. Vessel can be secured at CCG Station Port Hardy.

Hotel Rooms are booked at the Quarter Deck inn.

8. SPECIAL INSTRUCTIONS

Ensure crews have PPE and clothing for an extended response.

9. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System	Chan.	Function		Freq.	System	Chan.
Command	Local Repeat				Command	Local Repeat			
Div/Group Tactical					Div/Group Tactical				

10. PREPARED BY				11. APPROVED BY		Date	Time
Name	Jeff Brady	Position/Title	OSC	Name	Position/Title	27/11/2017	03:00:06

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ICS-204 (CCG) Assignment List

1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
Emergency Response Branch	Staging, ICP Setup	Goose Island - 2017

4. OPERATIONAL PERIOD				5. OPERATIONAL PERSONNEL	
From Date	26/11/2017	To Date	28/11/2017	Operations Chief	Jeff Brady
From Time	00:00:00	To Time		Branch Director	
				Division/Group Supervisor	

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier	Leader	No. of Persons	Contact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
CCG ER Truck Victoria	Tyler Yager	2		Victoria Base
Response Trailer				1000' of GP boom

7. WORK ASSIGNMENTS

This crew will be departing Victoria Base early Monday morning. They will be towing a response trailer with 1000' of boom.

Bring any additional communications equipment (VHF/UHF, Sat Phones)

Report to Port Hardy.

Rooms booked at the Quarter Deck Inn.

If unable to contact Jeff Brady, call the ROC.

8. SPECIAL INSTRUCTIONS

Ensure staff have PPE and clothing for an extended period.

9. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System	Chan.	Function		Freq.	System	Chan.
Command	Local Repeat				Command	Local Repeat			
Div/Group Tactical					Div/Group Tactical				

10. PREPARED BY				11. APPROVED BY			
Name	Jeff Brady	Position/Title	OSC	Name	Position/Title	Date	Time
						27/11/2017	02:50:22

s.16(2)

« Return to List Print PDF Edit

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ICS-204 (CCG) Assignment List

1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
Emergency Response Branch	SAR/Stabilization Group	Goose Island - 2017

4. OPERATIONAL PERIOD				5. OPERATIONAL PERSONNEL	
From Date	26/11/2017	To Date	28/11/2017	Operations Chief	Jeff Brady
From Time	18:00:00	To Time		Branch Director	
				Division/Group Supervisor	CCGS Gordon Reid

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier	Leader	No. of Persons	Contact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
Gordon Ried	Captain			
Cape St James	Captain			
Jake Shearer	Captain			

7. WORK ASSIGNMENTS

Initial response vessel required to support SAR, and incident stabilization.

Crews communicating through MCTS Prince Rupert to JRCC.

8. SPECIAL INSTRUCTIONS

If able, call into initial planning conference calls.

9. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System	Chan.	Function		Freq.	System	Chan.
Command	Local Repeat		VHF	83a	Command	Local Repeat			
Div/Group Tactical					Div/Group Tactical				

10. PREPARED BY				11. APPROVED BY		Date	Time
Name	Jeff Brady	Position/Title	OSC	Name	Position/Title	27/11/2017	02:18:07

s.16(2)

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ICS-204 (CCG) Assignment List

1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
Emergency Response Branch	ICP Setup	Goose Island - 2017

4. OPERATIONAL PERIOD				5. OPERATIONAL PERSONNEL	
From Date	26/11/2017	To Date	28/11/2017	Operations Chief	Jeff Brady
From Time	00:00:00	To Time		Branch Director	
				Division/Group Supervisor	Gregg Swift

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier	Leader	No. of Persons	Contact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
Dodge 3500	Greg Swift			Sea Island Base, 0630
Response Trailer				

7. WORK ASSIGNMENTS

This team is required to load the Dodge 3500, and equipment trailer with ICP equipment, communications equipment and any other required equipment.

Depart Sea Island, and report to Port Hardy ASAP.

If unable to contact Jeff Brady, call the ROC.

Hotel is booked at the Quarter Deck Inn.

8. SPECIAL INSTRUCTIONS

Ensure crews have appropriate PPE and gear for an extended period.

9. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System	Chan.	Function		Freq.	System	Chan.
Command	Local Repeat				Command	Local Repeat			
Div/Group Tactical					Div/Group Tactical				

10. PREPARED BY				11. APPROVED BY		Date	Time
Name	Jeff Brady	Position/Title	OSC	Name	Position/Title	27/11/2017	02:34:26

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ICS-204 (CCG) Assignment List

1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
Emergency Response Branch	Staging, ICP Setup	Goose Island - 2017

4. OPERATIONAL PERIOD				5. OPERATIONAL PERSONNEL	
From Date	26/11/2017	To Date	28/11/2017	Operations Chief	Jeff Brady
From Time	00:00:00	To Time		Branch Director	
				Division/Group Supervisor	Mike Martens

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier	Leader	No. of Persons	Contact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
Tractor Truck	Commercial Vehicle	1		Report to Sea Island at 0800

7. WORK ASSIGNMENTS

This is a commercial tractor trailer being hired to tow a 53' trailer to Port Hardy.

The trailer has 3800' of boom in it.

Mike Martens is coordinating this.

This truck should stage near the Coast Guard Station for now.

8. SPECIAL INSTRUCTIONS

9. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System	Chan.	Function		Freq.	System	Chan.
Command	Local Repeat				Command	Local Repeat			
Div/Group Tactical					Div/Group Tactical				

10. PREPARED BY				11. APPROVED BY		Date	Time
Name	Jeff Brady	Position/Title	OSC	Name	Position/Title	27/11/2017	03:05:43

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Wong, Sara

From: Martens, Michael
Sent: November-27-17 6:07 PM
To: Brady, Jeff
Subject: Helicopter 201.docx
Attachments: Helicopter 201.docx

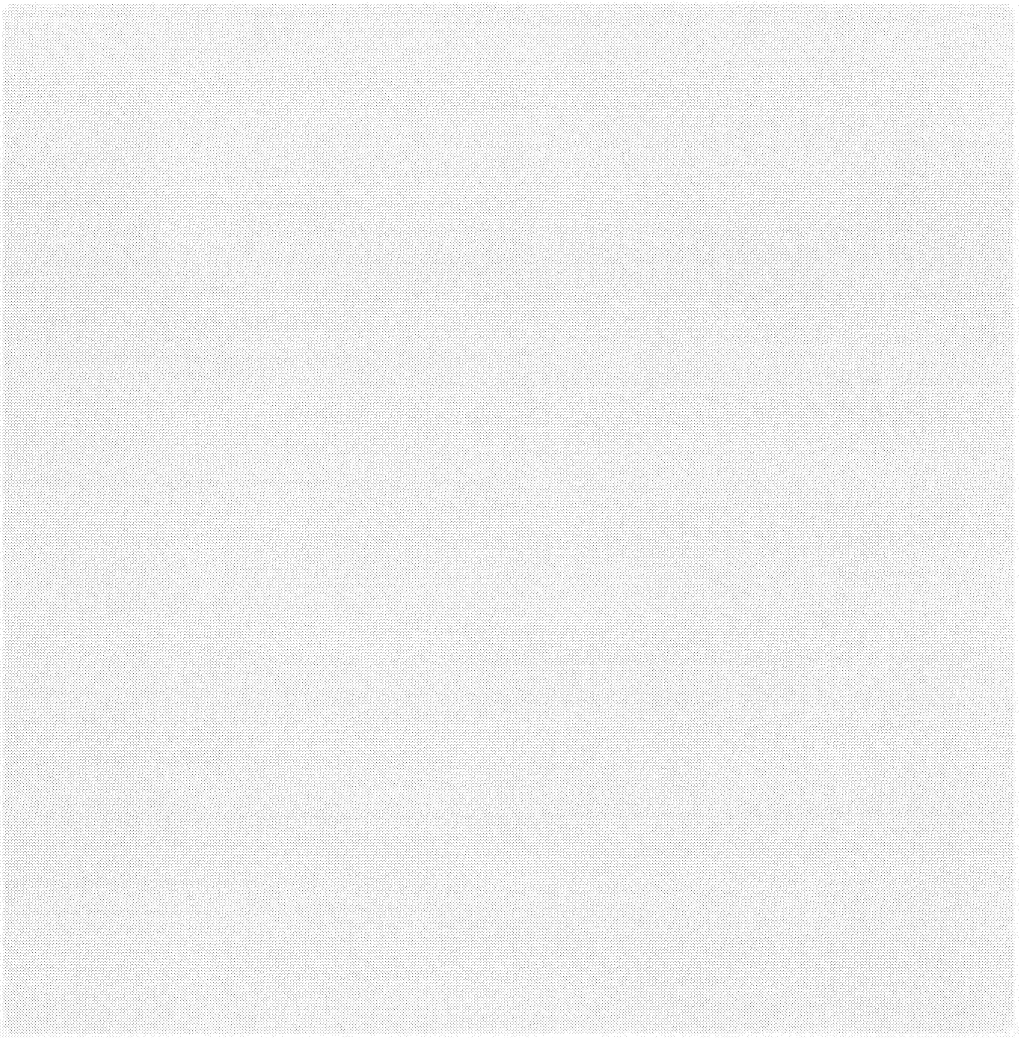
Here is the 201, 204 to follow
Mike

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INCIDENT BRIEFING (ICS 201)

1. Incident Name:	2. Incident Number:	3. Date/Time Initiated:
Jake Shearer		Date: 11/27/2017 Time: 1800

4. Map/Sketch (include sketch, showing the total area of operations, the incident site/area, impacted and threatened areas, overflight results, trajectories, impacted shorelines, or other graphics depicting situational status and resource assignment):



5. Situation Summary and Health and Safety Briefing (for briefings or transfer of command): Recognize potential incident Health and Safety Hazards and develop necessary measures (remove hazard, provide personal protective equipment, warn people of the hazard) to protect responders from those hazards.

CCG 443 helicopter flew to Bella Bella with CCG Response Officer and a BCMoE Response Officer to assess the area where the barge aanchored over night. At CBBC airport, a member of the Heltsiuk Nation joined the aircraft to observe on behalf of the Nation. The aircraft obtained the LKP of the tug through the ROC and AIS and wnet there first to observe and photograph the tow. No pollution Observed. The aircraft then flew to the site where the barge anchored over the previous night. No pollution observed. The rocks at the barge anchor site were home to a large Sea Lion. Haul out

6. Prepared by: Name: Position/Title: Signature: _____

ICS 201, Page 1 Date/Time: Date

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INCIDENT BRIEFING (ICS 201)

1. Incident Name:	2. Incident Number:	3. Date/Time Initiated:
Jake Shearer		Date: 11/27/2017 Time: 1800

7. Current and Planned Objectives:

Aircraft are secure at the Port Hardy Airport tonight. UC has requested aircraft to fly CCG and other personell to Bella Bella (CBBC) in the morning. Aircraft will also be standing by for taskings as they arise.

Note: Next of Kin name, address, and phone number must be provided to the CCG ROC before pax can board CCG helicopter

8. Current and Planned Actions, Strategies, and Tactics:

Time:	Actions:
HHMM	
HHMM	
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6. Prepared by: Name: Position/Title: Signature: _____

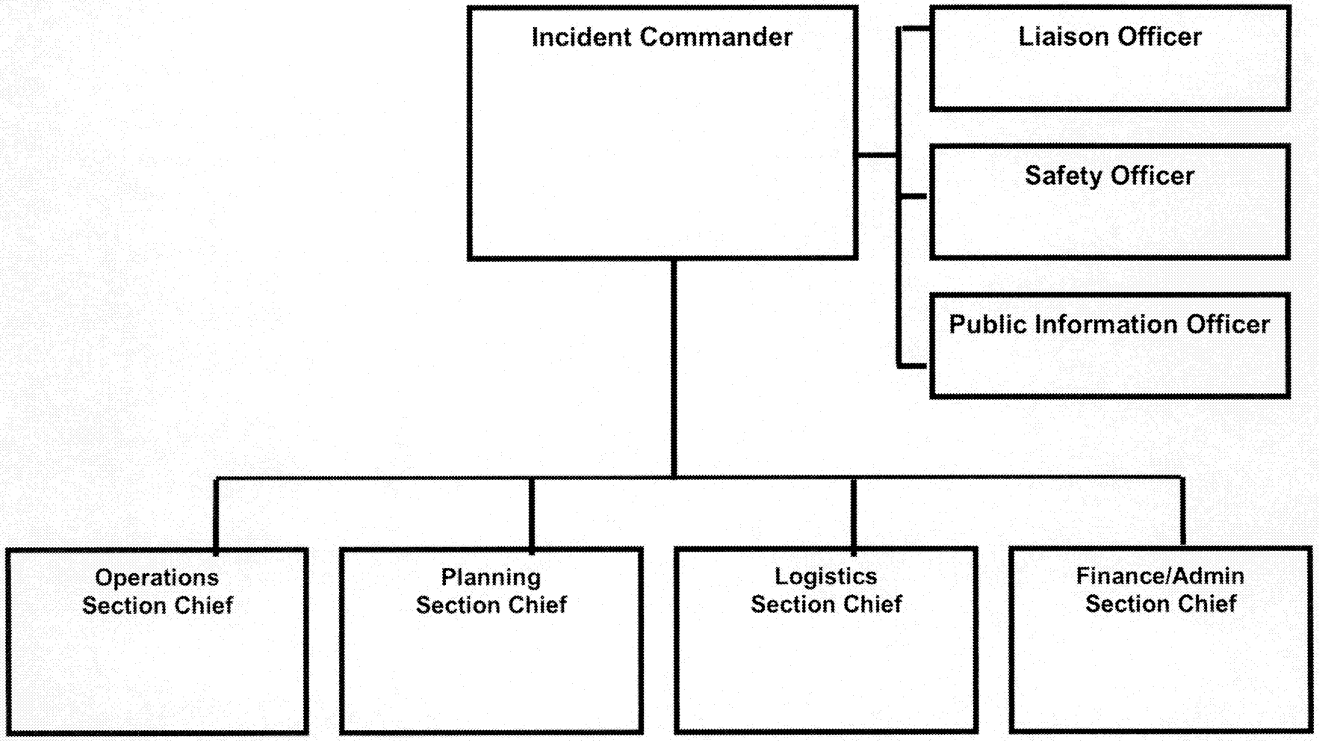
ICS 201, Page 2 Date/Time: Date

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INCIDENT BRIEFING (ICS 201)

1. Incident Name:	2. Incident Number:	3. Date/Time Initiated: Date: Date Time: HHMM

9. Current Organization (fill in additional organization as appropriate):



6. Prepared by: Name: Position/Title: Signature: _____

ICS 201, Page 3 Date/Time: Date

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INCIDENT BRIEFING (ICS 201)

1. Incident Name: Jake Shearer	2. Incident Number:	3. Date/Time Initiated: Date: 11/28/2017Time: 0800

10. Resource Summary:

Resource	Resource Identifier	Date/Time Ordered	ETA	Arrived	Notes (location/assignment/status)
CCG Helicopter	CCG443	27/Nov/17 1700hrs		☐	Port Hardy Airport Fly pax to Bella Bella and barge site in morning
				☐	
				☐	
				☐	
				☐	
				☐	
				☐	
				☐	
				☐	
				☐	
				☐	
				☐	
				☐	
				☐	

6. Prepared by: Name: Position/Title: Signature: _____

 Date/Time: Date

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ICS 201
Incident Briefing

Purpose. The Incident Briefing (ICS 201) provides the Incident Commander (and the Command and General Staffs) with basic information regarding the incident situation and the resources allocated to the incident. In addition to a briefing document, the ICS 201 also serves as an initial action worksheet. It serves as a permanent record of the initial response to the incident.

Preparation. The briefing form is prepared by the Incident Commander for presentation to the incoming Incident Commander along with a more detailed oral briefing.

Distribution. Ideally, the ICS 201 is duplicated and distributed before the initial briefing of the Command and General Staffs or other responders as appropriate. The "Map/Sketch" and "Current and Planned Actions, Strategies, and Tactics" sections (pages 1–2) of the briefing form are given to the Situation Unit, while the "Current Organization" and "Resource Summary" sections (pages 3–4) are given to the Resources Unit.

Notes:

- The ICS 201 can serve as part of the initial Incident Action Plan (IAP).
- If additional pages are needed for any form page, use a blank ICS 201 and repaginate as needed.

Block Number	Block Title	Instructions
1	**Incident Name**	Enter the name assigned to the incident.
2	**Incident Number**	Enter the number assigned to the incident.
3	**Date/Time Initiated** • Date, Time	Enter date initiated (month/day/year) and time initiated (using the 24-hour clock).
4	**Map/Sketch** (include sketch, showing the total area of operations, the incident site/area, impacted and threatened areas, overflight results, trajectories, impacted shorelines, or other graphics depicting situational status and resource assignment)	Show perimeter and other graphics depicting situational status, resource assignments, incident facilities, and other special information on a map/sketch or with attached maps. Utilize commonly accepted ICS map symbology. If specific geospatial reference points are needed about the incident's location or area outside the ICS organization at the incident, that information should be submitted on the Incident Status Summary (ICS 209). North should be at the top of page unless noted otherwise.
5	**Situation Summary and Health and Safety Briefing** (for briefings or transfer of command): Recognize potential incident Health and Safety Hazards and develop necessary measures (remove hazard, provide personal protective equipment, warn people of the hazard) to protect responders from those hazards.	Self-explanatory.
6	**Prepared by** • Name • Position/Title • Signature • Date/Time	Enter the name, ICS position/title, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).
7	**Current and Planned Objectives**	Enter the objectives used on the incident and note any specific problem areas.

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Block Number	Block Title	Instructions
8	**Current and Planned Actions, Strategies, and Tactics** • Time • Actions	Enter the current and planned actions, strategies, and tactics and time they may or did occur to attain the objectives. If additional pages are needed, use a blank sheet or another ICS 201 (Page 2), and adjust page numbers accordingly.
9	**Current Organization** (fill in additional organization as appropriate) • Incident Commander(s) • Liaison Officer • Safety Officer • Public Information Officer • Planning Section Chief • Operations Section Chief • Finance/Administration Section Chief • Logistics Section Chief	• Enter on the organization chart the names of the individuals assigned to each position. • Modify the chart as necessary, and add any lines/spaces needed for Command Staff Assistants, Agency Representatives, and the organization of each of the General Staff Sections. • If Unified Command is being used, split the Incident Commander box. • Indicate agency for each of the Incident Commanders listed if Unified Command is being used.
10	**Resource Summary**	Enter the following information about the resources allocated to the incident. If additional pages are needed, use a blank sheet or another ICS 201 (Page 4), and adjust page numbers accordingly.
	• Resource	Enter the number and appropriate category, kind, or type of resource ordered.
	• Resource Identifier	Enter the relevant agency designator and/or resource designator (if any).
	• Date/Time Ordered	Enter the date (month/day/year) and time (24-hour clock) the resource was ordered.
	• ETA	Enter the estimated time of arrival (ETA) to the incident (use 24-hour clock).
	• Arrived	Enter an "X" or a checkmark upon arrival to the incident.
	• Notes (location/ assignment/status)	Enter notes such as the assigned location of the resource and/or the actual assignment and status.

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Wong, Sara

From: Martens, Michael
Sent: November-27-17 6:35 PM
To: Brady, Jeff
Subject: ICS 204 Helicopter
Attachments: ICS 204 Jake Shearer Helicopter.pdf

Tomorrows 204 for CCG helicopter

Michael Martens

Senior Response Officer
Canadian Coast Guard
Environmental Response
4260 Inglis Dr. Richmond B.C. V7B-1L7
(604)270-7143
michael.martens@dfo-mpo.gc.ca

REPORT MARINE POLLUTION 1(800) 889-8852

s.16(2)

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ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/28/17	**Branch:** AIR OPS
	Time From: 08:00	Time To: 20:00	**Division:** Helicopter Ops
			Group: CCG
			Staging Area: YZT Port Hardy Airport

4. Operations Personnel: Name / Contact Number(s)

Operations Section Chief: _____

Branch Director: Michael Martens

Division/Group Supervisor: _____

5. Resources Assigned:				
Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
CCG 443 Helicopter	(Pilot)Dave Ferguson		Dave ferguson [redacted]	Helicopter immersion suit or
				cruiser suit required to fly
				N.O.K. information required
				Name,address, phone #

6. Work Assignments:

Transport responders, Federal and Provincial Government staff to Bella Bella (CBBC) airport and to the barge site as required.

Daylight hours only.

7. Special Instructions:

Next Of Kin information must be provided to the CCG Regional Operations Center (ROC) prior to boarding the aircraft.

All transport on CCG aircraft should be arranged through Michael Martens and passengers from Bella Bella and Port Hardy must arrange to be at the Airport when scheduled.

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
VHF 83A /	CCG 443 Pilot cell phone number [redacted]
Air Ops /	[redacted] Michael Martens
/	
/	

9. Prepared by: Name: Michael Martens Position/Title: Air Ops Branch direct Signature: _____

ICS 204 | **IAP Page** _____ Date/Time: November 27, 2017

Pages 679 to / à 680

are duplicates

sont des duplicatas

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Dait, Haydee

From: Wootton, Brian
Sent: s.19(1) 2017–November-27 12:34 AM
To: s.21(1)(b) Evans, Clay
Cc: McNish, Joanne
Subject: RE: Handover information

If weather has laid down for now – and owner and master feel Shearer can accomplish this I don't recommend we stand in way. [redacted]

Brian

From: Evans, Clay
Sent: Monday, November 27, 2017 12:32 AM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>
Cc: McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Subject: RE: Handover information

Calculations are that tugs should rendezvous off Fog Rocks in about two hours, hour for handover, then 33 nm to on scene so another 3 hours.

Rough estimate is 6.5 hrs to on scene at approximately 7 am which is not great for forecast weather.

[redacted] Jake Shearer Master to potentially attempt stern tow of barge, [redacted]

JRCC has discussed with both parties.

Clay

From: Wootton, Brian
Sent: 2017–November-27 12:24 AM
To: Evans, Clay
Cc: McNish, Joanne
Subject: Re: Handover information

Got that fine thanks.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Evans, Clay
Sent: Monday, November 27, 2017 12:15 AM
To: Wootton, Brian
Cc: McNish, Joanne
Subject: RE: Handover information

Hi Brian,

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Primary contact for Jake Shearer is [redacted] at Harley Marine Services. Captain on Shearer is [redacted]

[redacted]

Also, primary tug is Gulf Cajun [redacted] master's name is [redacted]

JRCC maintaining primary SMC UFN. s.16(2)
s.19(1)

Clay

From: Wootton, Brian
Sent: November-26-17 10:50 PM
To: Evans, Clay; Morley, Darren; Tasker, Paul
Subject: Handover information

Clay,

Can you gather names, numbers your team is using for both tug companies?

We (EOC) will conscript operations section support to take-over inter company discussions if need arises overnight. (ie due to SAR)

I do not assess this as ER lead "yet" unless there is case load issue...or until two seamen off barge. ROC has recalled two ships companies, heavy effort on loading ER gear, logistics section sourcing crews and accommodation for ICP tomorrow (Hardy Station). Communications Province and First Nations and Ottawa.

We must debrief this one soon as practicable.

[redacted]

Brian

Sent from my BlackBerry 10 smartphone on the Bell network.

s.21(1)(b)

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–November-27 1:51 PM
To: Imbeau, Michelle
Subject: RE: URGENT APPROVAL: Updated tweets x 2 - Jake Shearer tug and barge, BC Central Coast

That's fine Micelle – please hold onto the concept I've outlined below as you and the team develop subsequent Tweets and/or ML's...

[redacted] We're heading for sheltered waters to assess seaworthiness and affect repairs if any are required.

B

From: Imbeau, Michelle
Sent: Monday, November 27, 2017 1:48 PM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>
Subject: RE: URGENT APPROVAL: Updated tweets x 2 - Jake Shearer tug and barge, BC Central Coast

CCG already tweeted this out about 15 min ago. Unf we didn't have a chance to review before it went to MinO. It was developed by CCG NHQ.

From: Wootton, Brian
Sent: November-27-17 1:43 PM
To: Imbeau, Michelle; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: RE: URGENT APPROVAL: Updated tweets x 2 - Jake Shearer tug and barge, BC Central Coast

Please just remove the reference to distance offshore. (as the ship nears sheltered waters she naturally gets 'closer' to the shore)

'Given forecast storm conditions, the tug and barge are safely in transit for sheltered waters under escort by CCG Ship Gordon Reid'.
Brian W.

From: Imbeau, Michelle
Sent: Monday, November 27, 2017 1:07 PM
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Main Ops Officer / Agent principal des Ops (DFO/MPO) <Western.Ops-Centre2@dfo-mpo.gc.ca>
Subject: FW: URGENT APPROVAL: Updated tweets x 2 - Jake Shearer tug and barge, BC Central Coast

Can you confirm how far off the BC Coast the tug and barge are now? I want to ensure we have it correct in our tweet below.

Thanks, Michelle

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From: Saindon, Carole
Sent: November-27-17 1:05 PM
To: Gareau, Laura; Lavigne, Kevin
Cc: MacNeil, Vince; Amlani, Ashraf; Hopkins, Lillian; Quinn, Caroline; Hill, Johanna; Lebel, Mathieu; Trudeau, Miriam; Hubley , Marian; Nielsen, Ingrid; Bell, Karin; Olson, Kathleen; Lockhart, Tara; Parisien, Renée; Wells, William; Gauthier, Théo; Mayrand, Benoit; Girouard, Louise; Bate, Dan; Imbeau, Michelle; Stanek, Frank; Chow, Vance; Gilbert, Sarah; NCR Media RCN (DFO/MPO)
Subject: URGENT APPROVAL: Updated tweets x 2 - Jake Shearer tug and barge, BC Central Coast

Updated tweets for your approval Laura. CCG hoping to issue at 4:15 pm. Carole

1/2 #JakeShearer incident - a tug & barge are in transit 3 miles off the #BC central coast, CCGS Gordon Reid is escorting the tow. Given weather forecast, aim is to position the barge in protected waters to assess condition & await another pusher tug. No pollution observed & no hull damage.

2/2 We are still working closely with local First Nations, the Province of BC and federal #partners. Two crew remain on board the barge to assist in towing efforts. CCG and #partners are continuing to move in assets to Port Hardy and Shearwater. #JakeShearer

1/2 Incident #JakeShearer - un remorqueur et une barge sont en transit à 3 milles au large de la côte centrale de la CB #BC, le NGCC Gordon Reid escorte le remorqueur. Selon les prévisions météorologiques, l'objectif est de positionner la barge dans des eaux protégées pour évaluer la condition et attendre un autre remorqueur-pousseur. Aucune pollution observée.

2/2 Nous travaillons toujours en étroite collaboration avec les Premières nations locales, la province de la C-B et les #partenaires fédéraux. Deux membres d'équipage restent à bord de la barge pour participer aux efforts de remorquage. La GCC et ses partenaires continuent de transférer des actifs à Port Hardy et à Shearwater. #JakeShearer

From: Gareau, Laura
Sent: November-27-17 3:31 PM
To: Saindon, Carole; Lavigne, Kevin
Cc: MacNeil, Vince; Amlani, Ashraf; Hopkins, Lillian; Quinn, Caroline; Hill, Johanna; Lebel, Mathieu; Trudeau, Miriam; Hubley , Marian; Nielsen, Ingrid; Bell, Karin; Olson, Kathleen; Lockhart, Tara; Parisien, Renée; Wells, William; Gauthier, Théo; Mayrand, Benoit; Girouard, Louise; Bate, Dan; Imbeau, Michelle; Stanek, Frank; Chow, Vance; Gilbert, Sarah; NCR Media RCN (DFO/MPO)
Subject: Re: URGENT APPROVAL: Various media outlets - Jake Shearer tug and barge, BC Central Coast

Like in the tweets, we need to say that there is no pollution.

From: Saindon, Carole
Sent: Monday, November 27, 2017 15:11
To: Gareau, Laura; Lavigne, Kevin
Cc: MacNeil, Vince; Amlani, Ashraf; Hopkins, Lillian; Quinn, Caroline; Hill, Johanna; Lebel, Mathieu; Trudeau, Miriam; Hubley , Marian; Nielsen, Ingrid; Bell, Karin; Olson, Kathleen; Lockhart, Tara; Parisien, Renée; Wells, William; Gauthier, Théo; Mayrand, Benoit; Girouard, Louise; Bate, Dan; Imbeau, Michelle; Stanek, Frank; Chow, Vance; Gilbert, Sarah; NCR Media RCN (DFO/MPO)

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Subject: URGENT APPROVAL: Various media outlets - Jake Shearer tug and barge, BC Central Coast

Hi Laura,

Pacific Region updated the lines below (see yellow highlights). Region is seeking blanket approval for a seasoned spokesperson to conduct interviews or hold a batched media availability, as media calls start to come in.

Given that this situation will most likely move away from SAR, and start to touch on potential ER activities, we can anticipate that more media will come to CCG for comment.

To date, media requests have come in from : CTV Vancouver Island, CHEK, CBC Victoria, Global TV, CKNW, Canadian Press, Victoria Times Colonist, DeSmog Canada and CBC Radio - Prince George.

For your approval on the revised media lines, as well as the blanket approval by 3:30 pm please.

Many thanks, Carole

* * *

Issue: At 1600 PST, on Sunday, November 27 2017, the tugboat *Jake Shearer* lost control of its barge south of Goose Island, Queen Charlotte Sound. Weather made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approximately 0.5 million litres of gasoline. The area is within Heiltsuk Territory, an area which was impacted by the sinking of another US tug the Nathan E. Stewart in 2016. CCG has been in discussion with the Province, Federal partners and the Heiltsuk First Nation. Media have been directed to the Joint Rescue Coordination Centre (JRCC), as this is considered an active SAR case.

The Heiltsuk chief and councillors have been active on social media channels. Heiltsuk News Release: https://www.facebook.com/heiltsuk.council/posts/1893865343961027

Recommendation: As the incident progresses away from a Search and Rescue case, it is anticipated that further media calls will be directed to CCG Western Region. At this point we would recommend an experienced spokesperson who would provide comment from Victoria/Port Hardy. Additional media can be expected to ask for similar interview. This would be helpful to explain CCG's efforts to mobilize resources in response to a SAR and potential Environmental Response case.

Pacific region is looking for blanket approval for further requests. Given volume, it may be appropriate to hold a batched media avail.

Spokesperson: AC Roger Girouard

Approved by : Roger Girouard, Commissioner Hutchinson

Media Outlets: CTV Vancouver Island, CHEK, CBC Victoria, Global TV, CKNW, Canadian Press, Victoria Times Colonist, DeSmog Canada and CBC Radio - Prince George

Media Lines:

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge is loaded with approximately 3.5 million litres of diesel and approximately 0.5 million litres of gasoline.

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- A tow hookup between a response tug and the barge has been successful. At this time, the tug and barge are in transit three miles off the coast. Given weather forecast, the aim is position the barge in protected waters to assess condition and await another pusher tug. Two crew remain on-board the barge to assist in towing efforts.

- *CCGS Gordon Reid* it currently escorting the tow. CCG and partners are continuing to move in assets to Port Hardy and Shearwater (Bella Bella).

- Canadian Coast Guard ship *Gordon Reid* has been on-site through the night and has charge as incident commander. CCGS *Bartlett* is on its way to the scene to position environmental response equipment and personnel. Additional environmental response equipment is being sent to the scene by land.

- Coast Guard is working closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–November-27 3:39 PM
To: Imbeau, Michelle
Subject: Re: Integrity of the tug??

We do now. SAR has just handed over to ER. Would prefer we work together in Unified Command model.

Recommend references to hull breach or water ingress be held until authorities can inspect. Certainly can state that the hydraulic pins which normally join the tug to the barge were sheared off in heavy weather.

B

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Imbeau, Michelle
Sent: Monday, November 27, 2017 3:35 PM
To: Wootton, Brian; McNish, Joanne
Subject: RE: Integrity of the tug??

Can we recommend that MOE not reference it at all? I don't know why they would need to say there is water in a fuel tank at all.

From: Wootton, Brian
Sent: November-27-17 3:34 PM
To: Imbeau, Michelle; McNish, Joanne
Subject: Re: Integrity of the tug??

A hull breach is "not" something we can confirm. It is quite possible that some water got onboard the tug thru vents during peak of storm. CCG will work with TC to assess vessel and barge prior to either continuing their voyages.

Brian

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Imbeau, Michelle
Sent: Monday, November 27, 2017 3:30 PM
To: Wootton, Brian; McNish, Joanne
Subject: Integrity of the tug??

Brian/Joanne: a hull breach was discussed on the noon call. Harley Marine dismissed the report as inaccurate.

MOE is wanting to make reference to it in their next web report but I told them to standby, as I thought it was inaccurate information and wanted to double check.

Has anything changed with regards to the Jake Shearer's integrity since the noon call? Or is it all still intact?

Thank you,

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Michelle

From: Griffin, Ebony ENV:EX [mailto:Ebony.Griffin@gov.bc.ca]
Sent: November-27-17 3:24 PM
To: Imbeau, Michelle; Bate, Dan
Subject: RE: Latest MOE web report

Hi Michelle & Dan,

Are you ok with MOE releasing the following information about the Jake Shearer as part of the next web report:

The *Jake Shearer* tug has reported taking on approximately 6,400 L of water on their port bow fuel tank. However, there is no indication of damage to the hull or the fuel tank. At this time, there are no visible signs of fuel release from either the *Jake Shearer* tug or its fuel barge which is now being towed by the *Gulf Cajun.*

- Ebony

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–November-27 7:50 PM
To: Murdock, Philip; McNish, Joanne
Subject: Re: Discussion

Outstanding Phil. Thanks and see you in morning.

B

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Monday, November 27, 2017 7:48 PM
To: Wootton, Brian; McNish, Joanne
Subject: FW: Discussion

Tugs and Barge safely anchored Norman Morrison Bay. Precautionary Booming of the Tug Jake Shearer complete. Final NINP being prepared by ROC for normal distribution. All quiet, [redacted] ROC aware to recall if anything untoward occurs thru the night.

See you in the am.

Philip

From: [redacted]
Sent: November-27-17 7:22 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

Hello Philip et al,

The tug is now boomed and the Gulf Rival and West Coast are returning to dock.

[redacted]

[redacted] | Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 7:10 PM
To: [redacted]
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO)

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<ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

Thank you. Please advise all when completed.

Philip Murdock

From:
Sent: November-27-17 6:53 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

The Gulf Rival is being assisted by the Westcoast

Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 6:51 PM
To:
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

What vessel is / was doing the work?

Philip

From:
Sent: November-27-17 6:37 PM
To: Murdock, Philip
Subject: RE: Discussion

That is what we have directed Shearwater to do.

Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

s.16(2)
s.19(1)

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From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 6:28 PM
To:
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>
Subject: Re: Discussion

Correct.

Sent from my BlackBerry 10 smartphone on the Bell network.

From:
Sent: Monday, November 27, 2017 4:42 PM
To: Murdock, Philip
Subject: RE: Discussion

Just to confirm - boom task is just the tug. Correct?

Head Office: 206-3500 Gilmore Way, Burnaby, B.C. V5G 0B8

Western Canada Marine Response Corporation

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 3:34 PM
To:
Subject: Discussion

Are you both available for a quick discusion?

877.413.4781

Before the 1600 (now) Please. Acknowledge.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

--
This message has been scanned for viruses and dangerous content by **E.F.A. Project**, and is believed to be clean.

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ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH CCG ER	2. DIVISION/GROUP ~~ER~~ ON WATER	3. INCIDENT NAME JAKE STEARER

4. OPERATIONAL PERIOD
From Date NOV 27 To Date NOV 27
From Time 1200 To Time 2359

5. OPERATIONAL PERSONNEL
Operations Chief JEFF BRADY
Branch Director
Division/Group Supervisor

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
WESTCOASTER					
GULF RIVAL		WCMRC			

7. WORK ASSIGNMENTS

WEST COASTER & Gulf Rival to
LOAD BOOM ~~OFF~~ ~~JAKE STEARER~~ & FROM STEARWATER

8. SPECIAL INSTRUCTIONS

BOOM JAKE STEARER When
On Scene

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local					Command	Local Repeat			
	Repeat									
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time

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ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
		Operations	Goose Group - 2017

4. OPERATIONAL PERIOD
From Date Nov 27 To Date
From Time 16:30 To Time

5. OPERATIONAL PERSONNEL
Operations Chief _____
Branch Director _____
Division/Group Supervisor _____

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
Cape St. James		Pete Visser	~~834~~	834	Bella Bella LBS.

7. WORK ASSIGNMENTS
Transport Heiltsuk rep. to Gordon Reid for on scene assessment

8. SPECIAL INSTRUCTIONS

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local					Command	Local			
	Repeat						Repeat			
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time

s.19(1)

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X

Nov 27/17 Conference Call. 1200

Paul Tasker , JRCC	Jon Stringer, RCMP
John, Transport Canada Vancouver	[redacted] WCMRC
Terry Whitelan, Transport Canada	[redacted] ~~WCMRC~~
~~Jeff Brady, Environmental Response~~ in transit	[redacted] WCMRC
~~Tyler Yager, Environmental Response~~	[redacted] WCMRC
Phil Murdoch, Environmental Response	
[redacted] + Barge	Angie Potts – Ministry of Environment
Art Statham, MCTS	Capt [redacted] - Harley Marine
[redacted] + Barge	Pascal – RCMP - Coastal
Dennis Taylor, Port Hardy LBS	Gary Ivany – CG – NCC, with the Commissioner
Michael Imbeau, CG Com	Roger Girouard – A/C – Western Region
[redacted]	~~Rob Decola – RCMP~~
Brian Donaldson - RCMP	Kelly Brown – Heltsuk Nation
[redacted] - Heiltsuk Nation	Mike Reid – Heltsuk Nation
[redacted] – Heiltsuk Nation	Cameron Lewis – Min of Environment
Capt Mancy – Gordon Reid – Commanding Officer	

JRCC – Update

- Barge under tow, all good, weather is on the stern
- Current position of tug and barge is 6' to 7' south of Cape Mark, proceeding to Milbanke Sound, then into Seaforth Channel
- Point of refuge not determined at this time
- Gordon Reid and Jake Shearer are still escorting Gulf Cajun and barge
- 20' of anchor cable still hanging from the barge, crew on board are watching and listening to ensure the anchor is not contacting the barge
- Currently the tug and barge is making 5.5 to 6 kts.
- Concerns within the group on the conference call about the anchor – Capt [redacted] confirms that all is in good order on the with the tow
- Intend to arrive in Norman Morrison Bay within 5 hours approximately 1700
- Forecast, no changes from earlier – anticipated SE 45 to 55kts
- Crew on the barge are still reported to be fine and have good shelter
- Norman Morrison Bay has good comms with cell phone acces
- Art Statham asked about Pilot approval for going into Norman Morrison Bay – not confirmed. A proceeding conference call with TC will confirm port of refuge in confirmation with pilot representation
- Transport Canada asked about status of Jake Shearer- reported by RCC that they are under their own power , hull breach in #1 tank, slight ingress of water ~ 300 gallons
- Harley Marine clarifies that there is no hull breach and that the #1 tank is not leaking fuel
- Kelly Brown (Heiltsuk Member) asked about any sighting of fuel - nothing reported

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Gordon Reid Update – from Capt Mancy

- No fuel observed from the Gordon Reid point of view from the Jake Shearer, approx. about 0.5' from Jake Shearer
- Seas currently 3m and building
- Visibility is down – 0.5' to 1'
- Low ceiling height

Harley Marine update

- Harley Marine states that the barge and tug were not in water below 200ft in depth at any time during the incident. It has been stated that there is no significant damage to the tug or barge from Harley Marine
- 200' of water bare minimum and is confident the Jake Shearer and barge are both in tact
- Earl Redd to trade tow from Gulf Cajun approx. 2200 Nov 28 and will remove barge from Canadian waters at that time.
- Once the Earl Redd arrives at Norman Morrison Bay – will review pin system, assess any damage, allow the crew to get rest, consider crew change and conduct drug and alcohol testing
- From TC – reports that BC Coast Pilots do not support the barge and Jake Shearer to anchor in Norman Morrison Bay, suggest Finlayson Channel
- Pilot contact # [redacted]

EOC – Update

- Still conducting ops in the ROC

E/R Update

- Moving assets north, trailer from Victoria and Richmond in transit
- E/R confirmed landed in Port Hardy

Weather Update

- No change from earlier, winds predicted SE 45 to 55, seas building

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WCMRC Update

- [redacted] reporting
- Vessels from the north coast are heading south, currently paused awaiting further directions if the services are required
- GM Penman is northbound to Port McNeil and is paused as well
- WCMRC asking about demobilizing due to the barge being under tow, it is recommended that the assets remain available
- Heiltsuk has concerns about some decisions being made by different parties, ROC enquired how [redacted] feels about the barge anchoring in Norman Morrison Bay, [redacted] feels that the response to that is better left to other parties, but would like to remain in the conversation about where the barge will be anchored
- Harley Marine will try harder to keep all parties informed
- Harley Marine would like to establish a place to anchor the barge, and would prefer to have as little exposure to weather as possible
- Is there still any consideration for going to Morgan Bay?

Transport Canada

- Requests a separate call for determining port of refuge
- No further updates other than determining port of refuge

Assistant Commissioner

- Asks to expedite securing barge

Heiltsuk

- Agrees with A/C to expedite securing barge in safe harbour

Emergency Management BC

- No updates

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Ministry of the Environment

- Angie Potts reporting
- Environmental response officer is on over flight of area at time of call
- 2 response officers on the way to Pt Hardy

Heiltsuk

- Nothing further to what was said earlier
- Megan Humpchitt in Port Hardy
- Harvey Humpchitt recommends Norman Morrison Bay, it is close to Bella Bella, easier to access, better for communications

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Transport Cananda Coordination Call at 1235 – November 27, 2017

Attendance:

Pilots

Heiltsuk Nation

ROC

BC MOE

Harley Marine

Terri from Transport Canada

- Confirms tug and barge are headed north to Norman Morrison Bay
- Harvey Humpchitt is concerned about Pilot's request to send tug and barge to Finlayson Channel as it is further away and harder to access. Norman Morrison Bay was used during the NES incident and there are good comms
- Terri asks Harvey about consideration for choosing Norman Morrison Bay and it is agreed that it is the closest and safest anchorage
- Pilot express concern and will not recognize the barge going into Norman Morrison Bay
- ROC supports barge going into Norman Morrison Bay, but would like to clarify the legal stand point for going there, if there is any reason to not go there
- RD Fleet clarifies with the Pilots that the situation has been updated from earlier in the morning and that the initial intention was to go to Morgan Bay, this is no longer a consideration as the Captain of the Gulf Cajun decided to head towards Seaforth for better sea keeping capabilities with the tow
- The Pilot was not aware of this update, and recommends Kitasu Bay
- Heiltsuk strongly recommends Norman Morrison Bay, as well as Coast Guard, and Transport Canada
- Evette Meyers from Transport Canada supports a safe haven of Norman Morrison Bay

All parties agreed and the tug and barge will proceed to Norman Morrison Bay

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Port Hardy Conference Call November 27, 2017 at 1400

Attendance:

Dennis Taylor – OIC Port Hardy

Jeff Brady – Environmental Response, setting up as Incident Commander

Megan Humpchitt – Heiltsuk Nation Member

[redacted]

Others attended, could not make out names

- Point of Contact will be Port Hardy Lifeboat station main line
- Size of the IC team – getting too big to station out of Life Boat Station
- Require WIFI
- WCMRC is working on getting a larger space
- Boat and trailer arrived on at Port Hardy
- Still waiting trailer with ICP equipment
- Mike Martens and Heiltsuk Member will conduct an over flight
- Another rep from the Ministry of the Environment will arrive in 1 hour
- No command structure yet, instructed to activate the ICP Unified Command as per the instruction the Regional Director Incident Management
- Environmental Response to report to Bella Bella for the next day
- Confirm helo support for next day
- WCMRC holding off work boats from Prince Rupert
- Jeff Brady recommends holding off the Penman
- Recommend focus on equipment from Bella Bella from WCMRC – stage from Shearwater and get ready
- Arrange to bring out Heiltsuk observers to Norman Morrison Bay
- Request helo support to do a fly over the vessels and barge, also required to move Tyler Jager and one other person to Bella Bella
- Update on assets southbound from Rupert, will

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Nov 27 - 1600 – Tel conference Minutes

Paul Tasker , JRCC	Jon Stringer, RCMP
John, Transport Canada Vancouver	[redacted] WCMRC
Terry Whitelan, Transport Canada	[redacted] ~~WCMRC~~
~~Jeff Brady, Environmental Response~~ in transit	[redacted] - WCMRC
~~Tyler Yager, Environmental Response~~	[redacted] - WCMRC
Phil Murdoch, Environmental Response	
[redacted] + Barge	Angie Potts – Ministry of Environment
Art Statham, MCTS	Capt [redacted] - Harley Marine
[redacted] + Barge	Pascal – RCMP - Coastal
Dennis Taylor, Port Hardy LBS	Gary Ivany – CG – NCC, with the Commissioner
Michael Imbeau, CG Com	Roger Girouard – A/C – Western Region
[redacted]	~~Rob Decola – RCMP~~
Brian Donaldson - RCMP	Kelly Brown – Heltsuk Nation
[redacted] Heiltsuk Nation	Mike Reid – Heltsuk Nation
[redacted] – Heiltsuk Nation	Cameron Lewis – Min of Environment
Capt Mancy – Gordon Reid – Commanding Officer	

JRCC – Update

- Transfer of Command official from JRCC to ROC – at 1515
- Tug and barge currently in Seaforth Channel and reports are all good
- Hand over documents sent at 1500, now it is officially and Environmental Response case

Gordon Reid Update – from Capt Mancy

- Wx – 15kts wind
- Tug proceeding at 4.5 to 5 kts, approximately 8' back from Norman Morrison Bay
- Determining best anchorage

Harley Marine update

- Capt [redacted] reports that the Tug and Barge are 1.5 hours back from the anchorage
- As a precautionary measure move in the pollution control equipment
- Harley Marine IC still in operations

EOC – Update

- Environmental Response takes the lead, 1515 official transfer of command
- Transfer ICP to Port Hardy for the morning
- [redacted] (Heiltsuk) and BC E/R conducted an over flight, and no oil was observed

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- Will task CG Helo for next day to support
- Will keep CG assets in the vicinity for the night

Weather Update

- No change from earlier, winds predicted SE 45 to 55, seas building

WCMRC Update

- [redacted] reporting
- Continue to support with Eagle Bay, will secure at Shearwater to be available
- Penman on standby in Port McNeil
- Will boom Jake Shearer on arrival in Norman Morrison Bay

Transport Canada

- 2 Marine Safety Inspectors going to site next day, flight to Bella Bella departs at 1115, will need support from ROC to get to vessel, via the Cape St. James

Emergency Management BC

- No updates

Ministry of the Environment

- Angie Potts reporting
- [redacted] at IC in Port Hardy
- Will connect with Heiltsuk Community to ensure no oversight

Brian Wootton – RDIM

- Establish ICP in Port Hardy
- Comms/media to be dealt with through the ROC Office

Dan Bate – CG Media Relations

- requests updated contact information

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Employee/ Passenger/ Supernumerary	PRI or other identifier	NOK Contact	Relationship	Contact number	Physical Address
PRU II { MCLENNAN, P					
Stock, Justin					
BAZIJANEC, NIKOLA					
701 { Jeff McDonald					
Cam Knight					
John Grove					

Coast Hotel

1 Knight only

then have to move -

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Martens, Michael
Sent: November 27, 2017 06:15
To: Brady, Jeff; Aviation / ROC (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: Re: 429 Flight for Goose Island

Michael Martens
NOK
Address.

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Brady, Jeff
Sent: Monday, November 27, 2017 12:46 AM
To: Aviation / ROC (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Cc: Martens, Michael
Subject: 429 Flight for Goose Island

Mike, Can you update your next of kin below please.

ROC, see list for passengers tomorrow.

1st Passenger
Leaving from Victoria
Zachary Scher
Environmental Emergency Response Officer, BC Ministry of Environment and Climate Strategies
Work cell:
Zachary.Scher@gov.bc.ca

Address:

Next of Kin:

2nd Passenger
Leaving from Sea Island
Jeff Brady
Deputy Superintendent, Environmental Response
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Address

NOK:

3rd Passenger

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Leaving from Sea Island
Michael Martens
Senior Response Officer, ER
(604)270-7143
michael.martens@dfo-mpo.gc.ca

NOK

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NOK

ROC1 / COR1 (DFO/MPO)

From: Murdock, Philip
Sent: 2017–November-27 9:36 AM
To: Brady, Jeff
Cc: Martens, Michael; Mike Reid; ROC1 / COR1 (DFO/MPO); Aviation / ROC (DFO/MPO)
Subject: Re: Heiltsuk member on helicopter

Hi Jeff,
I contacted [redacted] His next of kin information is:

Wife, [redacted]
Phone, [redacted]

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.
Original Message
From: Murdock, Philip
Sent: Monday, November 27, 2017 9:24 AM
To: Mike Reid
Cc: Brady, Jeff; Martens, Michael
Subject: Re: Heiltsuk member on helicopter

Good Morning Mike.

Thank you for the Observer Name and phone.

Can you provide his next of kin name and phone number; we require this information for all passengers flying on our helicopters.

Thank you

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.
Original Message
From: Mike Reid
Sent: Monday, November 27, 2017 9:16 AM
To: Murdock, Philip
Subject: Heiltsuk member on helicopter

Hi Phil
The Heiltsuk member that will be on the Helicopter this morning will be [redacted] be at the airport waiting

Mike Reid

s.16(2)
s.19(1)

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[redacted]

[redacted]

Cell [redacted]

[redacted]

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ROC1 / COR1 (DFO/MPO)

From: Murdock, Philip
Sent: 2017–November-27 10:54 AM
To: ROC1 / COR1 (DFO/MPO); Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); McNish, Joanne; Wootton, Brian
Cc: Girouard, Roger
Subject: Fw: Direction From RP

FYI.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [redacted]
Sent: Monday, November 27, 2017 10:50 AM
To: WCMRC - All Employees
Cc: Murdock, Philip; Brady, Jeff
Subject: Direction From RP

All,

I have just got off the phone with the RP. Their management has authorized us to pause the movement of personnel and resources to the Spill site. Thus,

NC Vessels are to stop southward movement and call at the nearest port, and go to bed. [redacted] to coord with logistics for any accommodations needs.

G.M. Penman – to pause northward movement and call at a port, and put crew members to bed.

Logistics activities can be paused – no loading barges. Trucks already on their way – pause in Campbell River. Wainwright barge to hold in place and await further instructions.

Questions let me know.

[redacted]

Email: [redacted]
Direct: [redacted]
Fax: 604-294-6003

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation • Head Office: 206-3500 Gilmore Way, Burnaby, B.C V5G 0B8

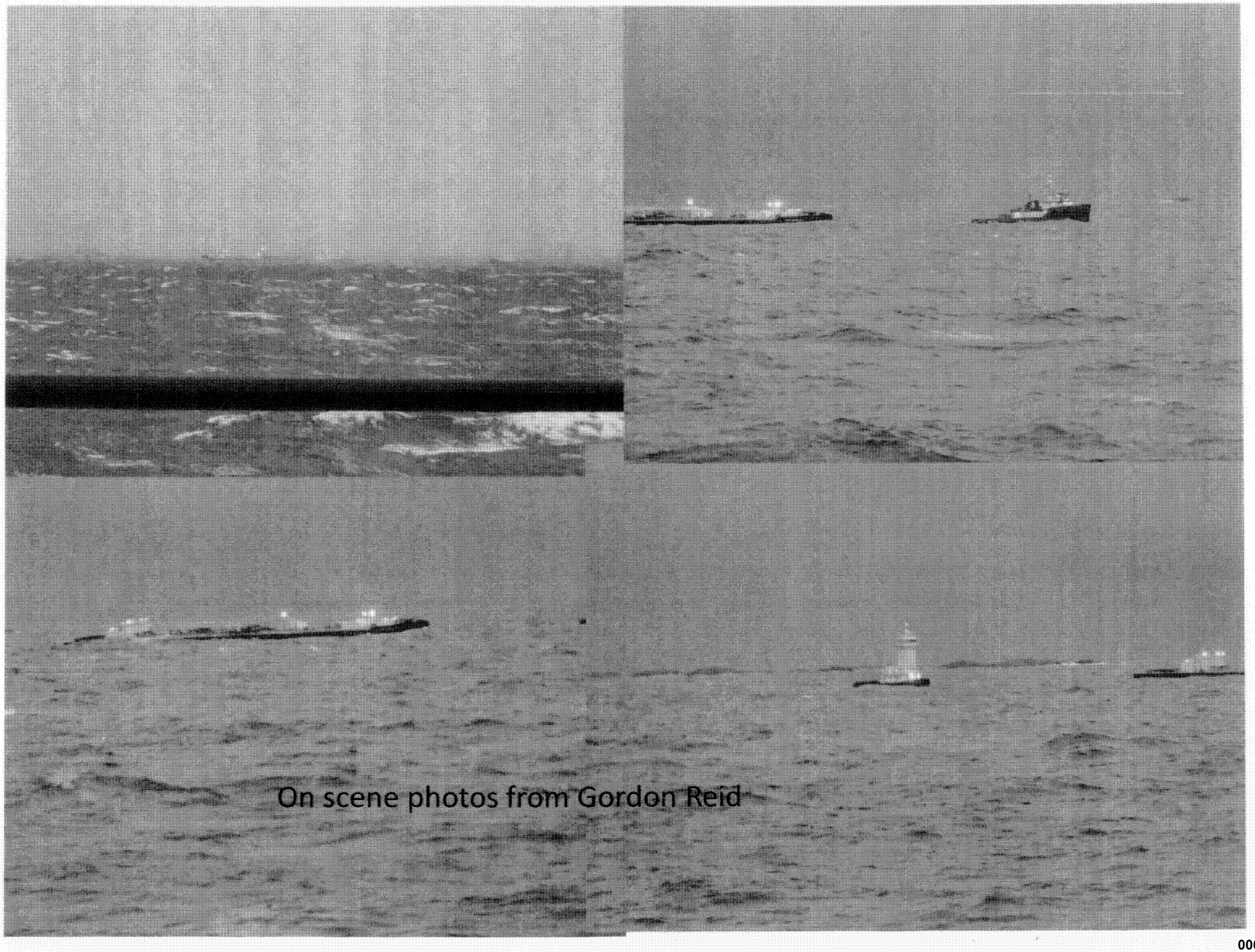
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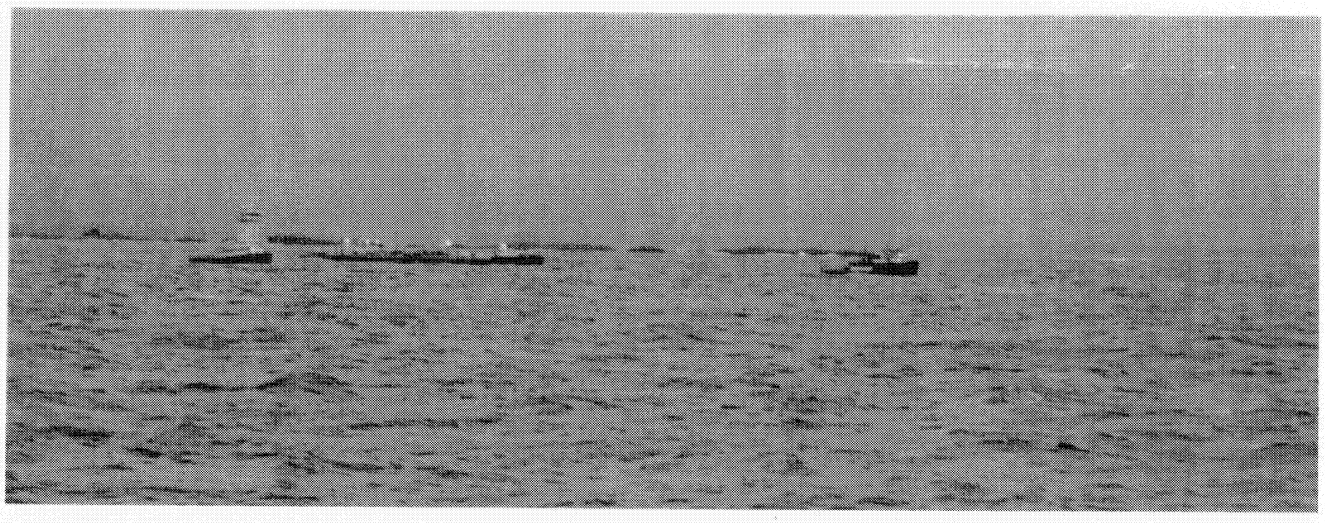
This message has been scanned for viruses and dangerous content by **E.F.A. Project**, and is believed to be clean.

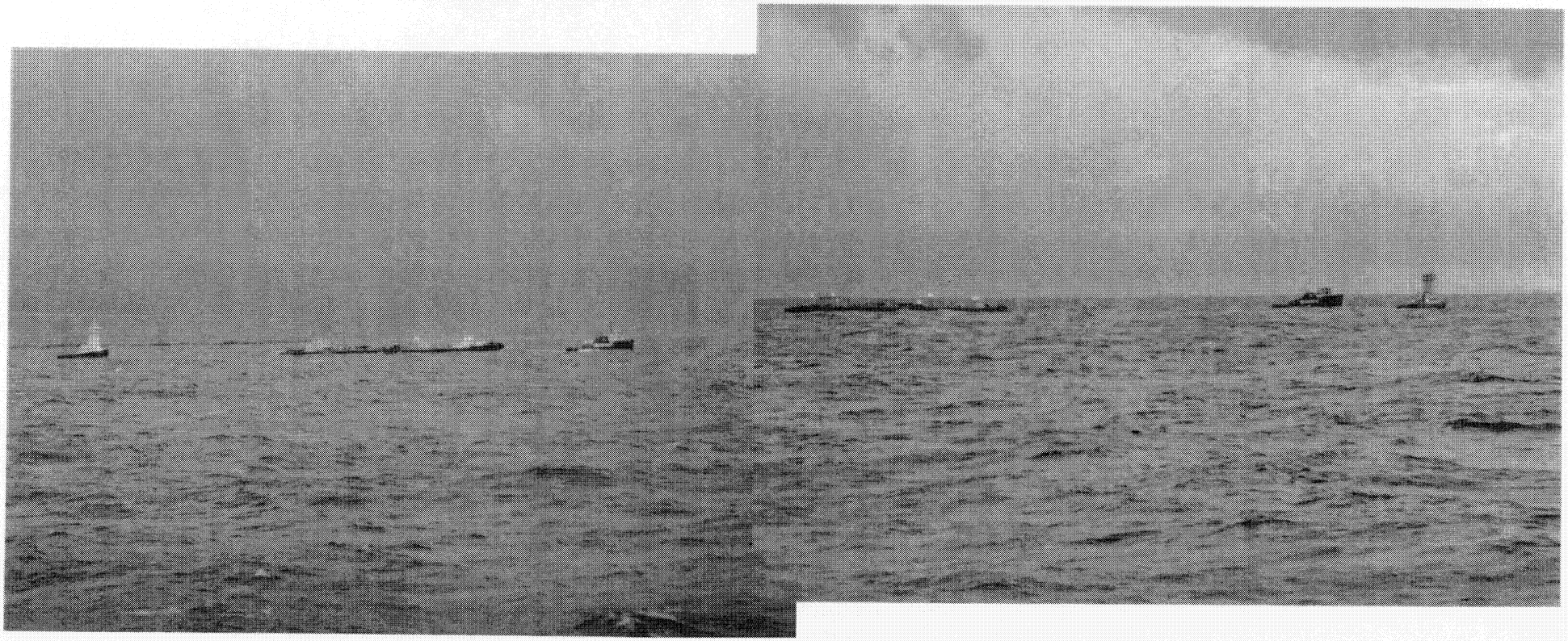
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On scene photos from Gordon Reid

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November 27 2017 0800 Conference Call – Minutes

Participants (Name, Department)

Paul Tasker , JRCC	Jon Stringer, RCMP
John, Transport Canada Vancouver	[redacted] WCMRC
Terry Whitelan, Transport Canada	[redacted] WCMRC
Jeff Brady, Environmental Response	[redacted] WCMRC
Tyler Yager, Environmental Response	[redacted] - WCMRC
Phil Murdoch, Environmental Response	Phil Murdoch – Environmental Response
[redacted] + Barge	Angie Poss – Ministry of Environment
Art Statham, MCTS	Capt [redacted] - Harley Marine
[redacted] + Barge	Pascal – RCMP - Coastal
Dennis Taylor, Port Hardy LBS	Gary Ivany – CG – NCC, with the Commissioner
Michael Imbeau, CG Com	Roger Girouard – A/C – Western Region
[redacted]	Rob Decola – RCMP
Brian Donaldson - RCMP	Kelly Brown – Heltsuk Nation
[redacted] – Heiltsuk Nation	Mike Reid – Heltsuk Nation
[redacted] - Heiltsuk Nation	Cameron Lewis – Min of Environment

JRCC – Update

- Wx – 2m seas
- Gulf Cajun 120' tug on scene – hooking up tow line as of 0800
- Gordon Reid on scene
- Capt [redacted] - RTB 0230 – presently not on scene
- 2 people on the barge helping rig the tow line
- Jake Shearer on scene
- Barge still at anchor
- Concern from Heiltsuk – what will happen if the anchor cannot be retrieved. The barge is able to let go anchor

Harley Marine – Update

- [redacted] on line
- Confirm with JRCC report
- Looking into port of refuge
- Reports that the 2 crew on board are fine and well sheltered
- Question – Generator on board? – Yes

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EOC update

- Staging initial ICP at the ROC
- Currently making preparations for staging ICP in Port Hardy

Environmental Response – Jeff Brady – update

- Loaded Bartlett with pollution equipment and PRV 2, currently enroute
- Truck on the way to Port Hardy
- Truck and trailer from Richmond on the way to Port Hardy with ICP equipment
- Surveillance plane to depart this morning, will have an E/R response rep on board for aerial surveillance
- CG helo to depart this morning with Min of Env off , will pick up Jeff Brady and one other person to transit to Port Hardy, then proceed to Bella Bella to pick up Heiltsuk representative, fly over scene, then will return to Port Hardy
- Confirm NASP to depart at 1100

WCMRC Update

- Lee Hammond
- General Manager Penman in Campbell River
- Will pick up crew in Campbell River and proceed to Port Hardy/Port McNeil
- North Coast Response - Eagle Bay
    - 50' skimmer
    - 30' landing craft
    - Other gear
- ETA to Port Hardy 1030
- Dispatch barge from Wainwright with pollution gear
- [redacted] (WCMRC Rep) at Port Hardy CG Base
- Command post is set up in Burnaby
- Response trailer and waste bins are in Campbell River for pick up
- Ozrow launch departed at 0330

TC update

- Determining port of refuge
- Looking for good fit
- Assembling investigation team
- 2 planes available – King air and Dash 8

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BC Emergency Management - update

- None at this time

BC Min of Environment

- Activated the Emergency center
- 2 response officers available
- Setting up their ICP

Environment Canada – nothing heard

Forecast from the ROC

- Wind is expected to come up later in the day and overnight with accompanying sea conditions, winds predicted 45-55kts SE, veering around to SW overnight
- Currently SW winds
- Low pressure system tracking across Haida Gwaii

Heiltsuk Nation Update

- Monitoring situation
- Trying to get a representative to Port Hardy
- Awaiting update on barge hook up

Other Information

- Harley Marine has been in contact with tug – all good
- Another tug is departing Seattle to get to barge the Earl Red, currently north bound
- [redacted] request aerial surveillance pics

DFO - FISHERIES

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s.19(1)

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Contact phone numbers:

- Kelly at Heiltsuk –
- Harley Marine Emergency Contact –
- cell number
- Harley Marine –
- Heiltsuk Nation –
- Terry – Transport Canada –
- Angie Potts – Min of Environment –

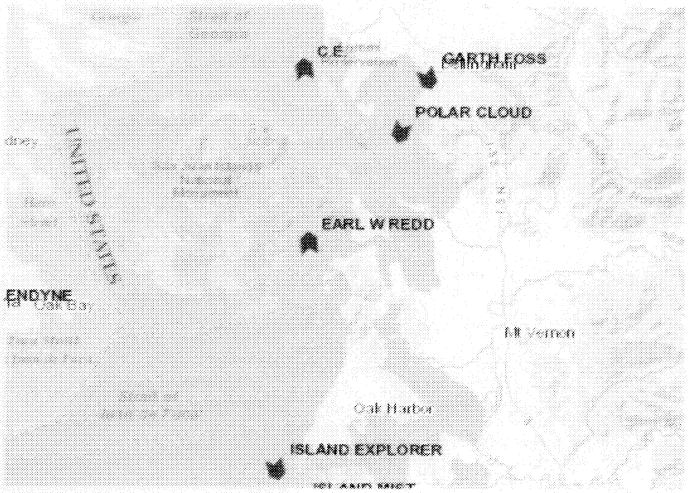
Gordon Reid Update –

- Currently hooking up tow line, the emergency line to the main tow line
- Sea conditions are currently good but building
- Request to expedite the Port of Refuge information
- Will be in touch with Transport Canada to confirm – need port of refuge info ASAP
- Terry from TC will set up conference call
- Kelly from Heiltsuk wants to know the routing to the port of refuge

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EARL W REDD





09:55L Nov 27

Owner/operator: Harley Marine Services
Builder: Diversified Marine
Designer: Jensen Maritime Consultants
Dimensions: 120' x 35' x 19'
Mission: Ocean towing, ship assist, salvage towing
Crew size: Up to 13

Propulsion

- Engines: (2) Caterpillar 3516E Tier 4 engines each producing 2,675 hp at 1,600 rpm
- • Bollard pull: 75 tons ahead, 70 tons astern (estimated)
- • Z-drives: (2) Rolls-Royce US 255-P30 FP
- • Propellers: (2) 102" stainless-steel propellers
- Vessel speed: 8 knots

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Government of Canada / Gouvernement du Canada

Central Coast from McInnes Island to Pine Island

STORM WARNING IN EFFECT

▼ Forecast

Marine Forecast

Issued 04:00 AM PST 27 November 2017

Today Tonight and Tuesday.

Storm warning in effect.

Wind southwesterly 15 to 25 knots increasing to southeast 35 to 45 this morning and to southeast 45 to 55 late this afternoon. Wind veering to southwest 40 to 50 near midnight then diminishing to west 30 to 40 Tuesday morning. Wind diminishing to west 25 Tuesday afternoon.

Chance of showers changing to rain late this morning.

Waves

Issued 04:00 AM PST 27 November 2017

Today Tonight and Tuesday.

Seas 2 to 3 metres building to 3 to 5 early this afternoon and to 6 to 8 after midnight. Seas subsiding to 6 Tuesday evening.

Extended Forecast

Issued 04:00 AM PST 27 November 2017

Wednesday

Wind south 35 to 45 knots diminishing to southwesterly 15 to 25 in the afternoon.

Thursday

Wind southwesterly 15 to 25 knots increasing to southwest 25 to 35.

Friday

Wind variable 15 to 25 knots becoming northwest 15 to 25.

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 5:19 AM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; CCGS Bartlett - Commanding Officer; CCGS Bartlett; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO)
Subject: Jake Shearer Incident Brief #2 (November 27 2017) ppt
Attachments: Jake Shearer Incident Brief 2 (November 27 2017).ppt

Please find attached the 2nd Incident Briefing from the ROC/EOC for the Jake Shearer Incident. Issued 05:15 PDT.

JRCC remains lead at this time. Next coordination call scheduled for 08:00 PDT.

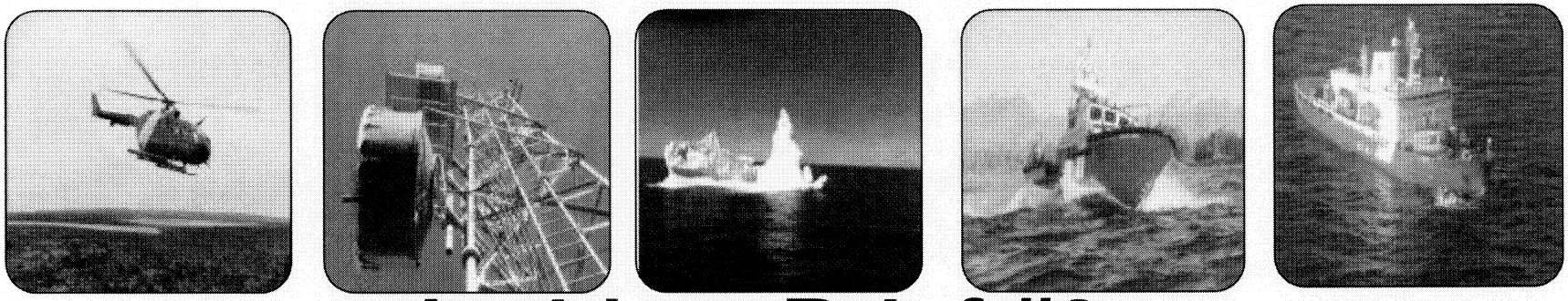
Brian Wootton
Director EOC

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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

Sécurité d'abord. Service constant.



Incident Brief #2

Tug Jake Shearer / Barge Adrift / Nov. 26, 2017

SAR/ER – Level 2

Canada

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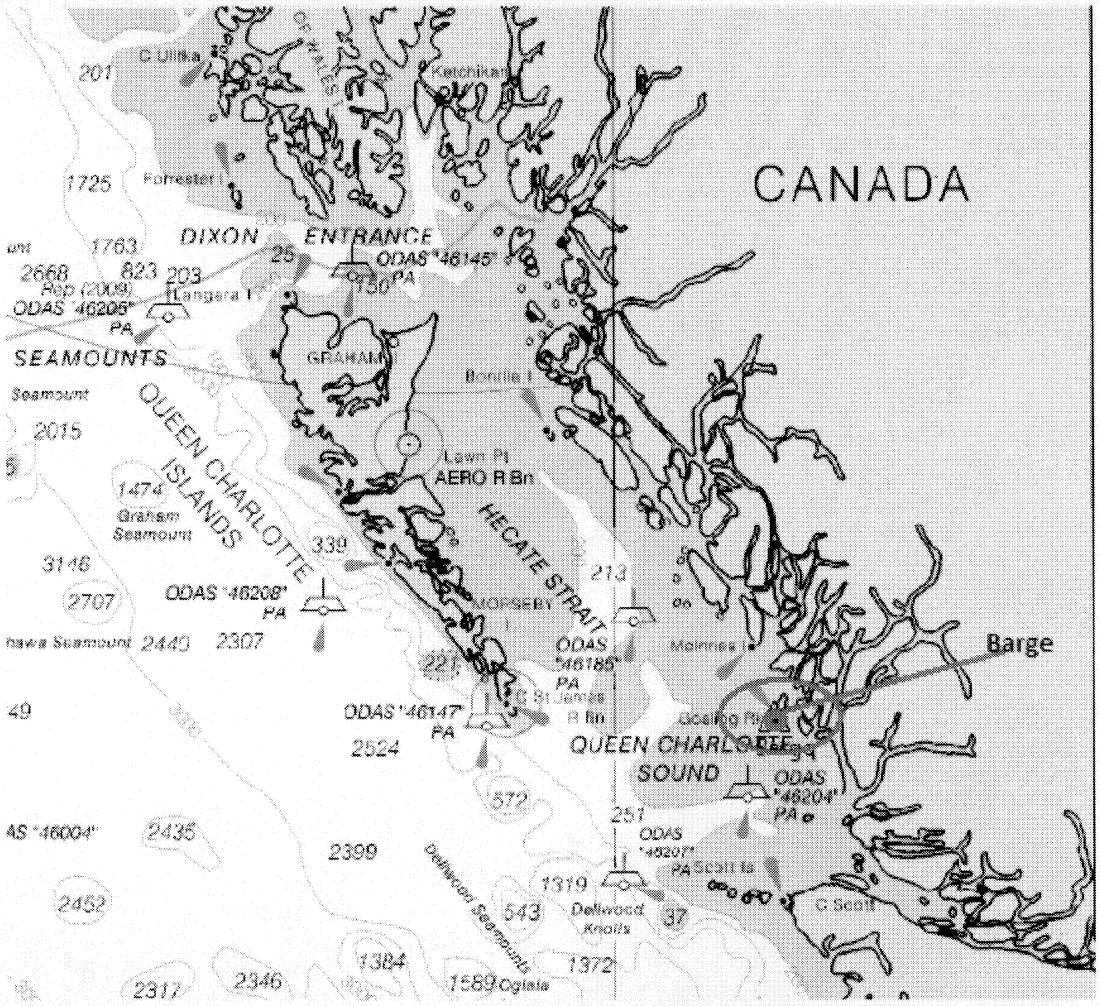
Description of threat/incident:

At 1600 pst, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. 0.5 million litres of gasoline.

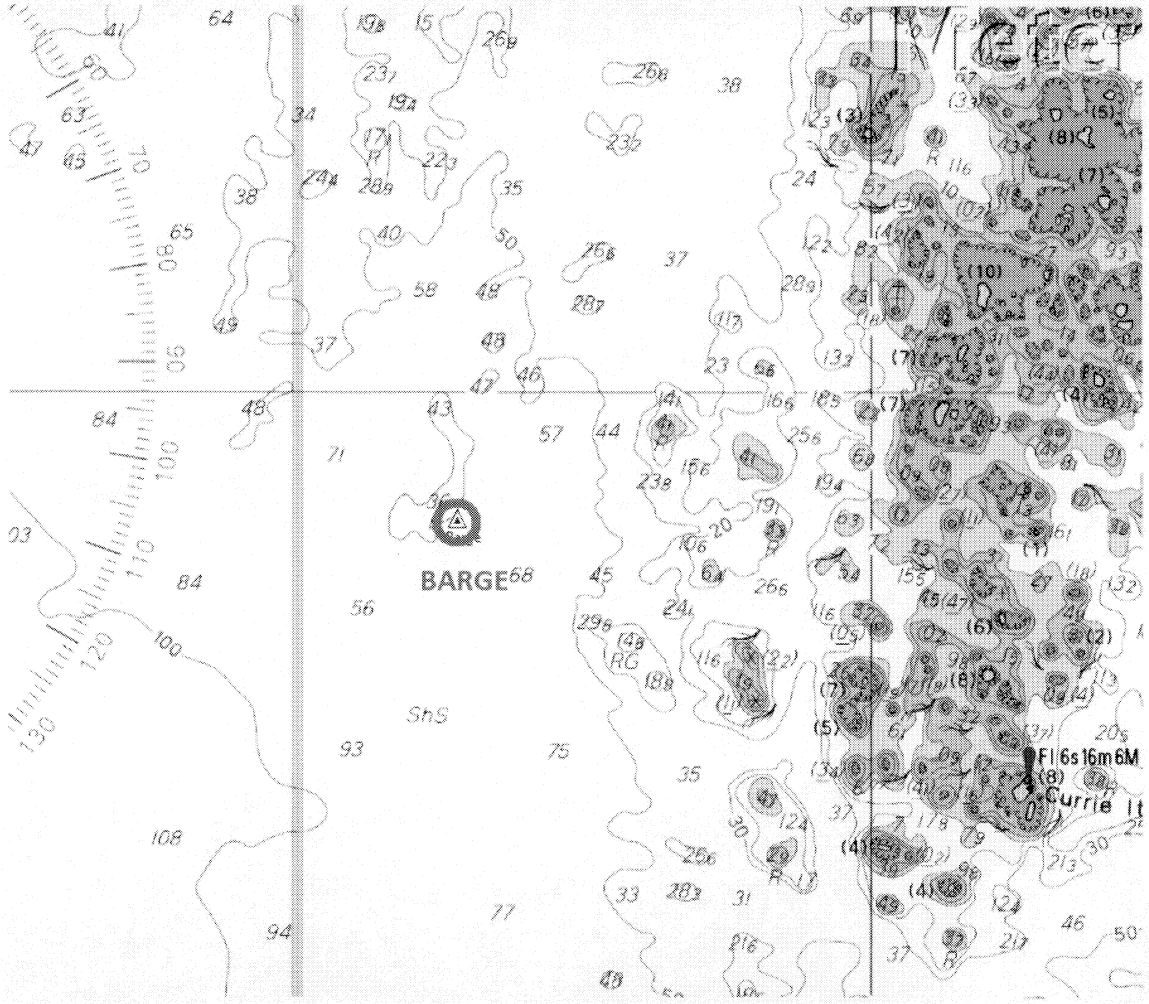
Geographic location of threat / incident:

- **Queen Charlotte Sound, Central Coast, BC**

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Note Barge is only 4 cables from grounding hazard

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Tug Jake Shearer Barge Adrift – Queen Charlotte Sound

USCG Doc #: 1255668
Owner: HARCO Marine LLC, Seattle, WA
Operator: Olympic Tug & Barge, Seattle, WA
Flag: USA
Hailing Port: Portland, OR
Call Sign: WDI2337
Length: 35.36 m
Beam: 10.97 m
Draught: 4.27 m
Tonnage: 261 GT/177 NT
Year of Build: 2015



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Initial Assistant Commissioner Direction:

- **Response priorities:**
  - Mobilize ER resources to Port Hardy
  - Ready PH CCG Station for ICP role
  - Establish communications schedule with NCC
  - Establish communications schedule with agency reps (DFO, EMBC, BCMOE, TC, Heiltsuk Nation, ECCC, WCMRC…)
- **Constraints/Restraints:**
  - -Weather
- -Available platforms for Potential ER

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Critical Information Requirements

- All personnel recovered from barge
- Assist Tug on scene / tow engaged
- Barge dragging anchor
- Bartlett loaded enroute Goose Island AOR
- Media & Local Government RFI's
- Heiltsuk Nation enquiries / concerns raised by elected or hereditary leadership overnight

Departments/Agencies currently involved:

EMBC	**WCMRC**
Heiltsuk Nation	**CCG**
MOE	**TC**
ECCC	**DFO**

Initial actions:

- **Dispatch Resources**
- **24/7 EOC Level 1 Activation achieved at 1845L**
- **Determine ICP Location (Port Hardy Coast Guard Station – initial muster point)**
- **Mobilize ER Resources onboard CCGS Bartlett**
- **Period 1: IAP complete with 11 resource tasking in effect**

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- **Potential impact of incident/threat:**

  Loss of property
- **Environmental impact**
- **Loss of Life**

Media attention *(current) to 0500 Nov. 27*:

- **Province wide media attention – Current**
- **DND Public Affairs Officer (lead) supported by: DFO Regional Comms.**

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Next steps:

On scene:

Take Barge in tow

Regional:

- Mobilize resources potential pollution response
- Stand up ICP in Port Hardy
- EOC develop overnight IAP for period 2

National:

Prepare for Media & Political attention

Prepare for OGD support at National level

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Potential impact of incident:

Threat/Risk	Potential Impact
Environmental damage - extensive	Fishery, and Indigenous community impacts
Isolated, high energy, poor wx, operating area	Time lag to mobilize and sustain response
Interoperation OGD & Public	Loss of public confidence in CCG
Resource Fatigue – mobilizing and responding with limited numbers of personnel and assets	ROC/ER/Fleet Fatigue

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 11:17 AM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; CCGS Bartlett - Commanding Officer; CCGS Bartlett; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO)
Subject: Jake Shearer Incident Brief #3
Attachments: Jake Shearer Incident Brief 3 (November 27 2017).ppt

Please find Jake Shearer Incident Brief #3 Attached

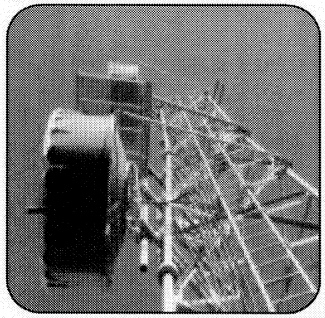
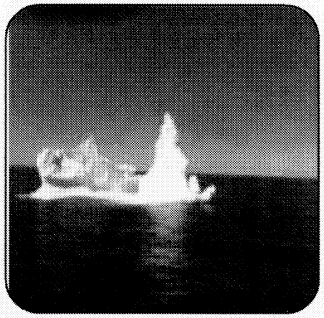
REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

Sécurité d'abord, Service constant



Incident Brief #3

Tug Jake Shearer / Barge Adrift / Nov. 26, 2017 1100 SAR/ER – Level 2

Canada

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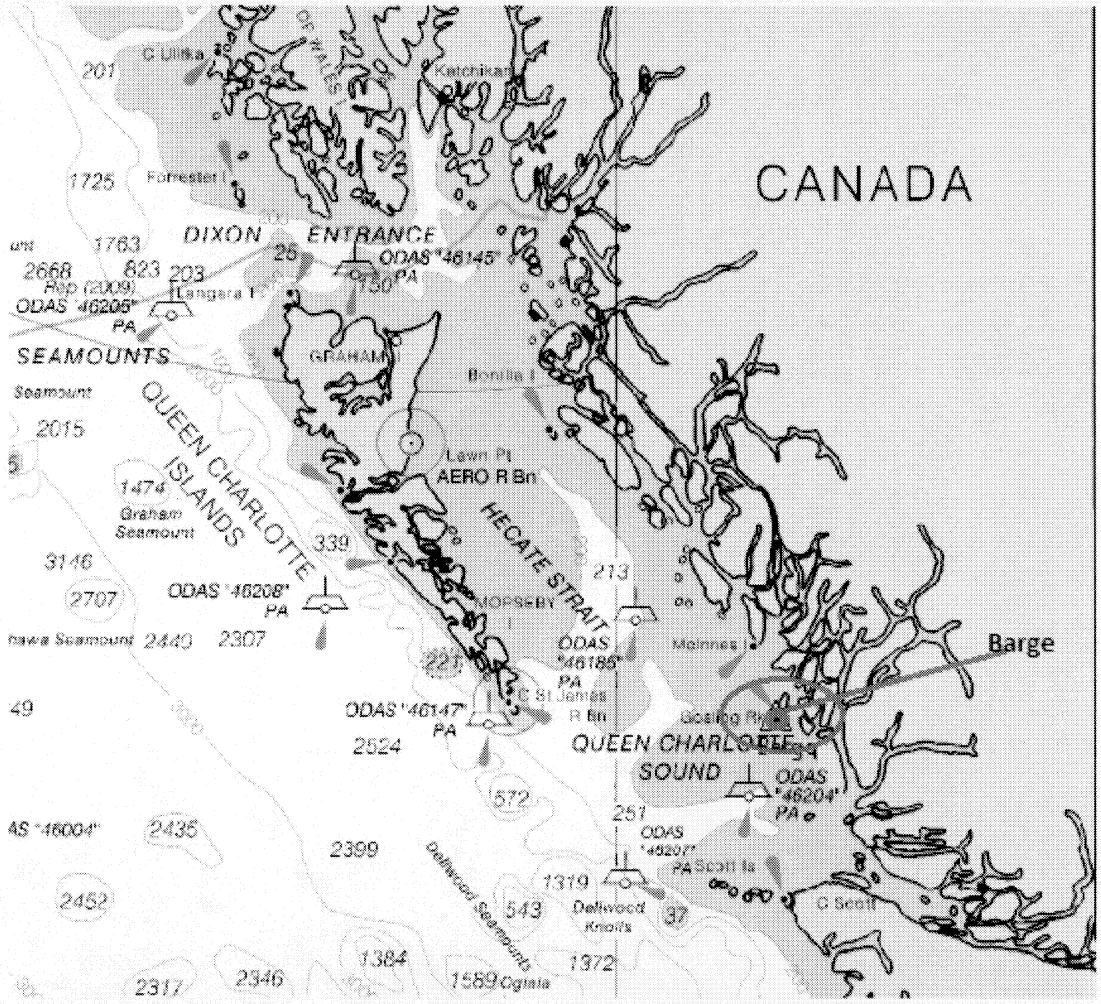
Description of threat/incident:

At 1600 pst, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. 0.5 million litres of gasoline.

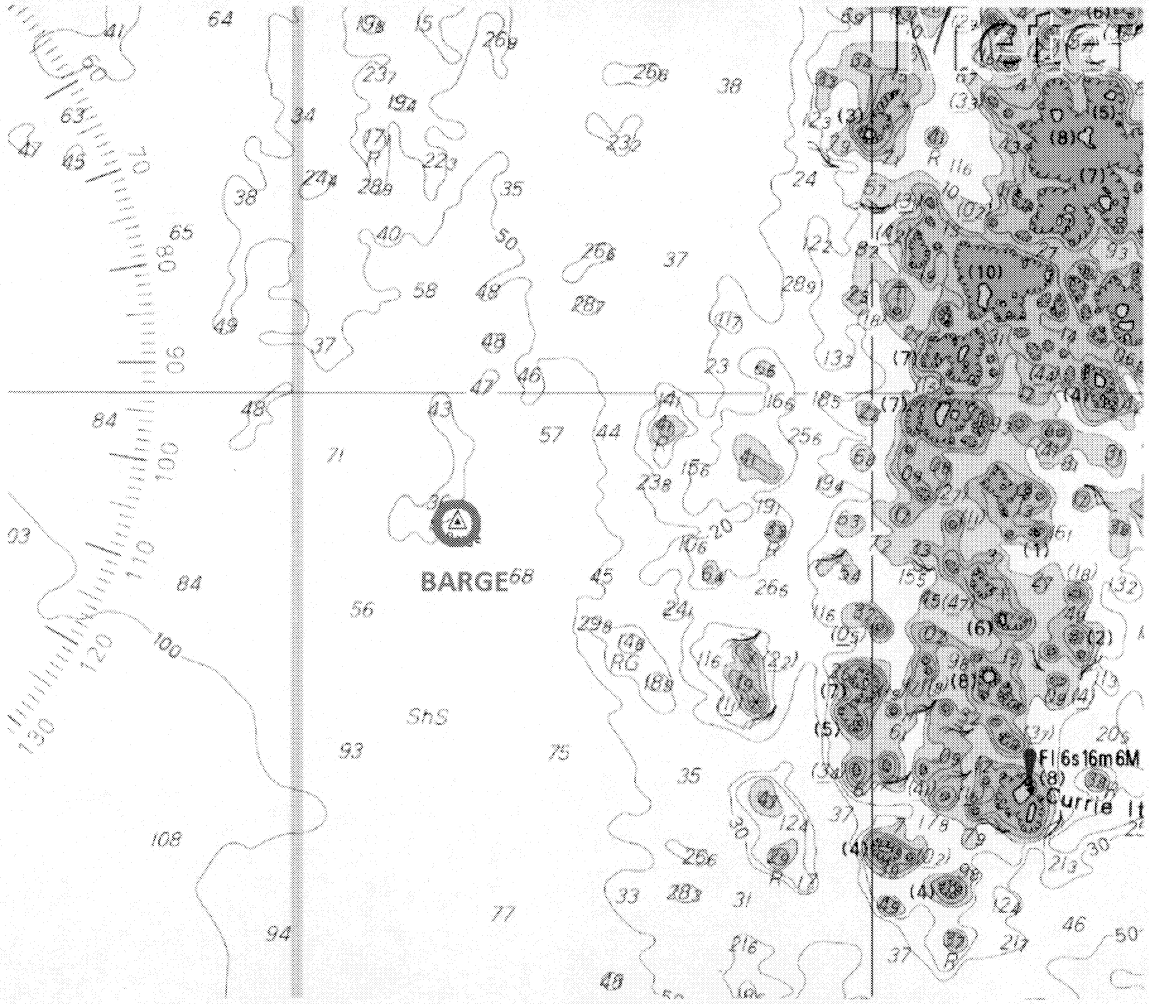
Geographic location of threat / incident:

- **Queen Charlotte Sound, Central Coast, BC**

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Note Barge is only 4 cables from grounding hazard

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Tug Jake Shearer Barge Adrift – Queen Charlotte Sound

USCG Doc #: 1255668
Owner: HARCO Marine LLC, Seattle, WA
Operator: Olympic Tug & Barge, Seattle, WA
Flag: USA
Hailing Port: Portland, OR
Call Sign: WDI2337
Length: 35.36 m
Beam: 10.97 m
Draught: 4.27 m
Tonnage: 261 GT/177 NT
Year of Build: 2015



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Initial Assistant Commissioner Direction:

- **Response priorities:**
- Support JRCC with incident.
- Mobilize ER resources to Port Hardy
- Ready PH CCG Station for ICP role
- Establish communications schedule with NCC
- Establish communications schedule with agency reps (DFO, EMBC, BCMOE, TC, Heiltsuk Nation, ECCC, WCMRC…)
- **Constraints/Restraints:**
- Weather
- Available platforms for Potential ER

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Critical Information Requirements

- All personnel recovered from barge
- Assist Tug on scene / tow engaged
- Barge dragging anchor
- Bartlett loaded enroute Goose Island AOR
- Media & Local Government RFI's
- Heiltsuk Nation enquiries / concerns raised by elected or hereditary leadership overnight

Departments/Agencies currently involved:

EMBC	**WCMRC**
Heiltsuk Nation	**CCG**
MOE	**TC**
ECCC	**DFO**

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Initial actions:

- Dispatch Resources
- 24/7 EOC Level 1 Activation achieved at 1845L
- Determine ICP Location (Port Hardy Coast Guard Station – initial muster point)
- Mobilize ER Resources onboard CCGS Bartlett
- Period 1: IAP complete with 11 resource tasking in effect

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- **Potential impact of incident/threat:**
- **Loss of property**
- **Environmental impact**
- **Loss of Life**

Media attention *(current) to 0500 Nov. 27*:

- **Province wide media attention – Current**
- **DND Public Affairs Officer (lead) supported by: DFO Regional Comms.**

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Next steps:

On scene:

Take Barge in tow.

- **Tug Gulf Cajun on scene, 0815 PST Nov 27th, 2017. Tow commenced 0915 PST.**
- **CCGS Gordon Reid on scene continues to stand-by & monitoring.**

111'x34' draft 13'

192 Gross T



Pictured as: the Gulf Cajun [Brusco Tug and Barge Company] Photo by: Kyle Stables

CLOSE X

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Regional:

Mobilize resources potential pollution response

- CCGS Bartlett loaded E/R equipment, enroute to Port Hardy to stand by for further assessment.
- CG701 & PRV # 3 enroute to Campbell River. They will also stand by for further assessment and direction.
- Stand up ICP in Port Hardy.
  - E/R crew arriving by helicopter ETA 1130 PST Nov. 27th.
  - Crews driving to Port Hardy ETA 1300 ~ 1400 PST Nov.27th, with 1000 ft curtain boom and Oval Bay.
- EOC developed overnight and operational. IAP for period 2 being developed.
- Company sent tug Earl W Redd, to assist ETA 1700 PST Nov. 28th.
- WCMRC stopping for crew rest.

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National:

- Prepare for Media & Political attention
- Prepare for OGD support at National level

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Potential impact of incident:

Threat/Risk	Potential Impact
Environmental damage - extensive	Fishery, and Indigenous community impacts
Isolated, high energy, poor wx, operating area	Time lag to mobilize and sustain response
Interoperation OGD & Public	Loss of public confidence in CCG
Resource Fatigue – mobilizing and responding with limited numbers of personnel and assets	ROC/ER/Fleet Fatigue

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-27 1:20 AM
To: Wootton, Brian; Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody; Imbeau, Michelle; JRCC Victoria / CCCS Victoria (DFO/MPO); [redacted]; NCC / CCN (DFO/MPO); Admin_NCC / Admin_CCN (DFO/MPO); Ivany, Gary; Israr Waheed; Girouard, Roger; De Rainville, David; Bate, Dan; 'rod.pick@rcmp-grc.gc.ca'; 'Whitelaw, Tywana'; Girouard, Louise; 'CCGS Gordon Reid (ReidWH@grd.ccgs-ngcc.gc.ca)'; 'CCGS-NGCC, GordonReid Chief Officer'; Chris Omalley
Subject: JAKE SHEARER CONFERENCE CALL MEETING MINUTES- 2300 LT
Attachments: JAKE SHEARER CONFERENCE CALL #3- Nov 26 2017.docx

Please find attached minutes from 2300 LT conference call.

JAKE SHEARER CONFERENCE CALL
November 26, 2017 2300 PDT
CCG- VICTORIA

ATTENDEES:

Jeff Brady – CCG
Brian Wootton – CCG
Clay Evans – JRCC
Philip Murdock – CCG ER
Jody Goffic – ER North Coast
Tywana Whitelaw – Transport Canada
Angie Hawnsan – Ministry of Environment
Tara Lockhart - Manager, Issues Management and Outreach
David De Rainville – CCG Fleet Operations Support
[redacted] Heiltsuk Nation
Michelle Imbeau –DFO Communications
Gary Ivany – CCG Director OPs Support
Israr Waheed – TC Duty Officer
[redacted] – WCMRC
Cameron Lewis – Environment Canada
Kelly Brown – Heiltsuk Nation

CURRENT INFORMATION:

1. **Incident:** 1600 PDT Nov 26, 2017 *"Jake Shearer"* lost control of its barge loaded with 3.5 million litre of diesel and approximately. 0.5 Million litres of gasoline. The barge is currently anchored and holding position and the tug is continuously checking the barge's position.
2. 2 Crew remain on the barge with shelter, emergency equipment and a life raft.
3. **Location:** Queen Charlotte Sound, 0.5 NM West of Gosling Rocks.
4. The Cape St. James is on scene with the Jake Shearer but may be potentially stood down.
5. Gordon Reid is on scene and reporting winds are SW 15-20 Knots with 2 metre swells.
6. Norma H has successfully transferred the barge and is proceeding to the Jake Shearer, with an ETA of 6hr.
7. **ER Air Ops:** NAS overflight tasking for tomorrow is being arranged.
8. CCG helicopter support is arranged for transferring personnel in the morning.
9. **ER Vessel Ops:** The Bartlett is loading ER equipment and personal and will mobilize at 0000LT, ETA 30hrs to The Jake Shearer after departure from VIC CCG Base.
10. **ER Ground Ops:** ICP equipment, ER equipment will be mobilized from Sea Island to Port Hardy in the morning.
11. **WCMRC:** Is mobilizing assets from Nanaimo and Prince Rupert.

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12. The EMBC regional manager has reached out the other first nation bands to update them on the situation.
13. ER superintendent has been in contact with the owners representatives and the company is sending representatives from Seattle to Port Hardy, ETA is 1000 Nov 27th, 2017

PLANNED OBJECTIVES:

1. Transport Canada is looking into a place of refuge for the barge.
2. Kelly Brown from the Heiltsuk First Nation would like to coordinate transport for members to get on scene as representatives of the Heiltsuk First Nation.

***Next Teleconference will be held: November 27, 2017 at 0800LT**

s.19(1)

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JAKE SHEARER CONFERENCE CALL

November 26, 2017 2300 PDT

CCG- VICTORIA

ATTENDEES:

Jeff Brady – CCG

Brian Wootton – CCG

Clay Evans – JRCC

Philip Murdock – CCG ER

Jody Goffic – ER North Coast

Tywana Whitelaw – Transport Canada

Michelle Imbeau –DFO Communications

Gary Ivany – CCG Director OPs Support

Israr Waheed – TC Duty Officer

[redacted] – WCMRC

Cameron Lewis – Environment Canada

Kelly Brown – Heiltsuk Nation

Angie Hawnsan – Ministry of Environment

Tara Lockhart - Manager, Issues Management and Outreach

David De Rainville – CCG Fleet Operations Support

[redacted] - Heiltsuk Nation

CURRENT INFORMATION:

1. **Incident:** 1600 PDT Nov 26, 2017 *"Jake Shearer"* lost control of its barge loaded with 3.5 million litre of diesel and approximately. 0.5 Million litres of gasoline. The barge is currently anchored and holding position and the tug is continuously checking the barge's position.
2. 2 Crew remain on the barge with shelter, emergency equipment and a life raft.
3. **Location:** Queen Charlotte Sound, 0.5 NM West of Gosling Rocks.
4. The Cape St. James is on scene with the Jake Shearer but may be potentially stood down.

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5. Gordon Reid is on scene and reporting winds are SW 15-20 Knots with 2 metre swells.
6. Norma H has successfully transferred the barge and is proceeding to the Jake Shearer, with an ETA of 6hr.
7. **ER Air Ops:** NAS overflight tasking for tomorrow is being arranged.
8. CCG helicopter support is arranged for transferring personnel in the morning.
9. **ER Vessel Ops:** The Bartlett is loading ER equipment and personal and will mobilize at 0000LT, ETA 30hrs to The Jake Shearer after departure from VIC CCG Base.
10. **ER Ground Ops:** ICP equipment, ER equipment will be mobilized from Sea Island to Port Hardy in the morning.
11. **WCMRC:** Is mobilizing assets from Nanaimo and Prince Rupert.
12. The EMBC regional manager has reached out the other first nation bands to update them on the situation.
13. ER superintendent has been in contact with the owners representatives and the company is sending representatives from Seattle to Port Hardy, ETA is 1000 Nov 27th, 2017

PLANNED OBJECTIVES:

1. Transport Canada is looking into a place of refuge for the barge.
2. Kelly Brown from the Heiltsuk First Nation would like to coordinate transport for members to get on scene as representatives of the Heiltsuk First Nation.

***Next Teleconference will be held: November 27, 2017 at 0800LT**

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 27, 2017 14:33
To: Brady, Jeff
Subject: FW: OPERATION JAKE SHEARER Reservations for November 27 - Coast Discovery Inn and Marina

Hi Jeff,

A little misunderstanding, looks like rooms are already books for the PRV 3 and 701

Thanks

Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: Carter, Kelly
Sent: November 27, 2017 14:27
To: D.I. Auditor Coast Discovery Inn; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Cc: Adams, Christine
Subject: OPERATION JAKE SHEARER Reservations for November 27 - Coast Discovery Inn and Marina

Thank you Coast Discovery Inn and Marina [redacted]

ROC, For your seven (7) travelers, confirmation numbers below.

975 Shoppers Row,
Cambell River, BC V9W 2C4
Tel: (250) 287-7155 Fax: (250)287-2213

Senior traveler is reserved for larger room to facilitate operational briefings, etc. **Ref. folio number: CDI-FC214812**

Kelly N. Carter, CD, C.P.M.
Administrative Officer
Office of the Regional Director Fleet
Canadian Coast Guard | Garde Côtière Canadienne

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Fisheries and Oceans Canada | Pêches et Océans Canada
Government of Canada | Gouvernement du Canada
25 Huron Street | 25 rue Huron
Victoria BC V8V 4V9
Telephone | Téléphone: (250) 480-2734
Facsimile | Télécopieur: (250) 480-2698
email | courriel:kelly.carter@dfo-mpo.gc.ca

CANADA 150

From: D.I. Auditor Coast Discovery Inn [mailto:coastdiscoveryinn@hotmail.com]
Sent: November-27-17 2:02 PM
To: Carter, Kelly
Subject: Reservations for November 27

Hello,
You have 7 rooms booked with us for tonight, November 27th for one night. I have emailed you the confirmation letters separately but here are the 7 confirmation numbers:
FC214809, FC214810, FC214811, **FC214812**, FC214813, FC214814, FC214815

All guests are responsible for all charges on their own.

Thank you

[redacted]
Front Desk

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 27, 2017 13:17
To: Imbeau, Michelle; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Wootton, Brian
Subject: RE: URGENT APPROVAL: Updated tweets x 2 - Jake Shearer tug and barge, BC Central Coast

Yes, 3 miles is correct

Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: Imbeau, Michelle
Sent: November 27, 2017 13:07
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Wootton, Brian; Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: FW: URGENT APPROVAL: Updated tweets x 2 - Jake Shearer tug and barge, BC Central Coast

Can you confirm how far off the BC Coast the tug and barge are now? I want to ensure we have it correct in our tweet below.

Thanks, Michelle

From: Saindon, Carole
Sent: November-27-17 1:05 PM
To: Gareau, Laura; Lavigne, Kevin
Cc: MacNeil, Vince; Amlani, Ashraf; Hopkins, Lillian; Quinn, Caroline; Hill, Johanna; Lebel, Mathieu; Trudeau, Miriam; Hubley , Marian; Nielsen, Ingrid; Bell, Karin; Olson, Kathleen; Lockhart, Tara; Parisien, Renée; Wells, William; Gauthier, Théo; Mayrand, Benoit; Girouard, Louise; Bate, Dan; Imbeau, Michelle; Stanek, Frank; Chow, Vance; Gilbert, Sarah; NCR Media RCN (DFO/MPO)
Subject: URGENT APPROVAL: Updated tweets x 2 - Jake Shearer tug and barge, BC Central Coast

Updated tweets for your approval Laura. CCG hoping to issue at 4:15 pm. Carole

1/2 #JakeShearer incident - a tug & barge are in transit 3 miles off the #BC central coast, CCGS Gordon Reid is escorting the tow. Given weather forecast, aim is to position the barge in protected waters to assess condition & await another pusher tug. No pollution observed & no hull damage.

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2/2 We are still working closely with local First Nations, the Province of BC and federal #partners. Two crew remain on board the barge to assist in towing efforts. CCG and #partners are continuing to move in assets to Port Hardy and Shearwater. #JakeShearer

1/2 Incident #JakeShearer - un remorqueur et une barge sont en transit à 3 milles au large de la côte centrale de la CB #BC, le NGCC Gordon Reid escorte le remorqueur. Selon les prévisions météorologiques, l'objectif est de positionner la barge dans des eaux protégées pour évaluer la condition et attendre un autre remorqueur-pousseur. Aucune pollution observée.

2/2 Nous travaillons toujours en étroite collaboration avec les Premières nations locales, la province de la C-B et les #partenaires fédéraux. Deux membres d'équipage restent à bord de la barge pour participer aux efforts de remorquage. La GCC et ses partenaires continuent de transférer des actifs à Port Hardy et à Shearwater. #JakeShearer

---

From: Gareau, Laura
Sent: November-27-17 3:31 PM
To: Saindon, Carole; Lavigne, Kevin
Cc: MacNeil, Vince; Amlani, Ashraf; Hopkins, Lillian; Quinn, Caroline; Hill, Johanna; Lebel, Mathieu; Trudeau, Miriam; Hubley , Marian; Nielsen, Ingrid; Bell, Karin; Olson, Kathleen; Lockhart, Tara; Parisien, Renée; Wells, William; Gauthier, Théo; Mayrand, Benoit; Girouard, Louise; Bate, Dan; Imbeau, Michelle; Stanek, Frank; Chow, Vance; Gilbert, Sarah; NCR Media RCN (DFO/MPO)
Subject: Re: URGENT APPROVAL: Various media outlets - Jake Shearer tug and barge, BC Central Coast

Like in the tweets, we need to say that there is no pollution.

From: Saindon, Carole
Sent: Monday, November 27, 2017 15:11
To: Gareau, Laura; Lavigne, Kevin
Cc: MacNeil, Vince; Amlani, Ashraf; Hopkins, Lillian; Quinn, Caroline; Hill, Johanna; Lebel, Mathieu; Trudeau, Miriam; Hubley , Marian; Nielsen, Ingrid; Bell, Karin; Olson, Kathleen; Lockhart, Tara; Parisien, Renée; Wells, William; Gauthier, Théo; Mayrand, Benoit; Girouard, Louise; Bate, Dan; Imbeau, Michelle; Stanek, Frank; Chow, Vance; Gilbert, Sarah; NCR Media RCN (DFO/MPO)
Subject: URGENT APPROVAL: Various media outlets - Jake Shearer tug and barge, BC Central Coast

Hi Laura,

Pacific Region updated the lines below (see yellow highlights). Region is seeking blanket approval for a seasoned spokesperson to conduct interviews or hold a batched media availability, as media calls start to come in.

Given that this situation will most likely move away from SAR, and start to touch on potential ER activities, we can anticipate that more media will come to CCG for comment.

To date, media requests have come in from : CTV Vancouver Island, CHEK, CBC Victoria, Global TV, CKNW, Canadian Press, Victoria Times Colonist, DeSmog Canada and CBC Radio - Prince George.

For your approval on the revised media lines, as well as the blanket approval by 3:30 pm please.

Many thanks, Carole

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* * *

Issue: At 1600 PST, on Sunday, November 27 2017, the tugboat *Jake Shearer* lost control of its barge south of Goose Island, Queen Charlotte Sound. Weather made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approximately 0.5 million litres of gasoline. The area is within Heiltsuk Territory, an area which was impacted by the sinking of another US tug the Nathan E. Stewart in 2016. CCG has been in discussion with the Province, Federal partners and the Heiltsuk First Nation. Media have been directed to the Joint Rescue Coordination Centre (JRCC), as this is considered an active SAR case.

The Heiltsuk chief and councillors have been active on social media channels. Heiltsuk News Release: https://www.facebook.com/heiltsuk.council/posts/1893865343961027

Recommendation: As the incident progresses away from a Search and Rescue case, it is anticipated that further media calls will be directed to CCG Western Region. At this point we would recommend an experienced spokesperson who would provide comment from Victoria/Port Hardy. Additional media can be expected to ask for similar interview. This would be helpful to explain CCG's efforts to mobilize resources in response to a SAR and potential Environmental Response case.

Pacific region is looking for blanket approval for further requests. Given volume, it may be appropriate to hold a batched media avail.

Spokesperson: AC Roger Girouard

Approved by : Roger Girouard, Commissioner Hutchinson

Media Outlets: CTV Vancouver Island, CHEK, CBC Victoria, Global TV, CKNW, Canadian Press, Victoria Times Colonist, DeSmog Canada and CBC Radio - Prince George

Media Lines:

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge is loaded with approximately 3.5 million litres of diesel and approximately 0.5 million litres of gasoline.

- A tow hookup between a response tug and the barge has been successful. At this time, the tug and barge are in transit three miles off the coast. Given weather forecast, the aim is position the barge in protected waters to assess condition and await another pusher tug. Two crew remain on-board the barge to assist in towing efforts.

- *CCGS Gordon Reid* it currently escorting the tow. CCG and partners are continuing to move in assets to Port Hardy and Shearwater (Bella Bella).

- Canadian Coast Guard ship *Gordon Reid* has been on-site through the night and has charge as incident commander. CCGS *Bartlett* is on its way to the scene to position environmental response equipment and personnel. Additional environmental response equipment is being sent to the scene by land.

- Coast Guard is working closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.

s.16(2)

s.19(1)

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

Subject:	FW: Jake Shearer - Place of Refuge
Start:	Mon 27/11/2017 12:45
End:	Mon 27/11/2017 13:15
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Organizer:	Whitelaw, Tywana

-----Original Appointment-----
From: Whitelaw, Tywana [mailto:tywana.whitelaw@tc.gc.ca]
Sent: November 27, 2017 12:45
To: Whitelaw, Tywana; 'angie.moss@gov.bc.ca'; Main Ops Officer / Agent principal des Ops (DFO/MPO); 'cedo@ccrd-bc.ca'; NCC / CCN (DFO/MPO);
Western ROC Superintendent \ Surintendant ROC Ouest; Middleton, Andrea
Subject: Jake Shearer - Place of Refuge
When: November 27, 2017 17:15-17:45 (UTC-03:30) Newfoundland.
Where:

PARTICIPANTS CONNECTING BY TELECONFERENCE PLEASE DIAL:

DIAL: 1-855-470-7641
When prompted, dial:
There may be a 15 second delay, then dial code:

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

Subject: Meeting Forward Notification: Jake Shearer - Place of Refuge

Start: Mon 27/11/2017 13:00
End: Mon 27/11/2017 13:30

Recurrence: (none)

Organizer: Main Ops Officer / Agent principal des Ops (DFO/MPO)

Your meeting was forwarded

Main Ops Officer / Agent principal des Ops (DFO/MPO) <mailto:/o=DFO.MPO/ou=XPAC/cn=Recipients/cn=roc3> has forwarded your meeting request to additional recipients.

Meeting

Jake Shearer - Place of Refuge

Meeting Time

November 27, 2017 12:45 - November 27, 2017 13:15

Recipients

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Western ROC Superintendent \ Surintendant ROC Ouest <mailto:Western.Ops-Centre@dfo-mpo.gc.ca> ,Middleton, Andrea <mailto:/O=DFO.MPO/OU=XPAC/CN=RECIPIENTS/CN=MORRISSEYA>

All times listed are in the following time zone: (UTC-08:00) Pacific Time (US & Canada)

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 27, 2017 12:44
To: Western ROC Superintendent \ Surintendant ROC Ouest
Cc: Middleton, Andrea; ROC1 / COR1 (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Evans, Clay
Subject: FW: Photos of Jake Shearer
Attachments: DSCN1077.JPG; DSCN1092.JPG

Full resolution photos

Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: CCGS-NGCC, GordonReid Captain [mailto:ReidCO@ccgs-ngcc.gc.ca]
Sent: November 27, 2017 12:37
To: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: RE: Photos of Jake Shearer

This is the full resolution from the camera as taken.

From: Main Ops Officer / Agent principal des Ops (DFO/MPO) [mailto:Western.Ops-Centre2@dfo-mpo.gc.ca]
Sent: November-27-17 12:11 PM
To: CCGS-NGCC, GordonReid Wheelhouse
Cc: CCGS-NGCC, GordonReid Captain
Subject: FW: Photos of Jake Shearer

Captain,

Michelle has asked for higher resolution photos, any chance we could got one or two through?

Thanks so much

Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

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From: Imbeau, Michelle
Sent: November 27, 2017 12:00
To: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: RE: Photos of Jake Shearer

Thank you so much! By any chance, do you have higher resolution images? CHEK TV news has asked for photos but they would need to be higher quality. Perhaps either 1092 or 1077 because both tugs are visible.

Thanks, Michelle

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November-27-17 11:56 AM
To: Evans, Clay; Imbeau, Michelle
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Tasker, Paul; Millman, John; Payne, Stephen; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: Photos of Jake Shearer

All,

Attached are some photos from the Gordon Reid of this morning's operations.

Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: Evans, Clay
Sent: November 27, 2017 11:52
To: Imbeau, Michelle
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO); Tasker, Paul; Millman, John; Payne, Stephen; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: RE: photos or video? Jake Shearer

Hi Michelle,

Not that I know of but perhaps the ROC could ask Gordon Reid for some stills (cc'd on e-mail)?

Clay

From: Imbeau, Michelle
Sent: November-27-17 11:43 AM
To: Evans, Clay
Subject: photos or video? Jake Shearer

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Hi Clay

Do you know if any photos or videos from the scene are available to share with media?

Thanks,

Michelle Imbeau

Communications Advisor
Canadian Coast Guard / Fisheries and Oceans Canada / Government of Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tel: 604-666-2872 / Cell: [redacted]

Conseillère en communications
Garde côtière canadienne / Pêches et Océans Canada / Gouvernement du Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tél : 604-666-2872 / Tél cel : [redacted]

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 27, 2017 12:43
To: Imbeau, Michelle
Subject: RE: Photos of Jake Shearer
Attachments: DSCN1077.jpg; DSCN1092.jpg

Images found elsewhere on file

Michelle,

Please see attached

Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: Imbeau, Michelle
Sent: November 27, 2017 12:00
To: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: RE: Photos of Jake Shearer

Thank you so much! By any chance, do you have higher resolution images? CHEK TV news has asked for photos but they would need to be higher quality. Perhaps either 1092 or 1077 because both tugs are visible.

Thanks, Michelle

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November-27-17 11:56 AM
To: Evans, Clay; Imbeau, Michelle
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Tasker, Paul; Millman, John; Payne, Stephen; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: Photos of Jake Shearer

All,

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Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region

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25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
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From: Evans, Clay
Sent: November 27, 2017 11:52
To: Imbeau, Michelle
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO); Tasker, Paul; Millman, John; Payne, Stephen; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: RE: photos or video? Jake Shearer

Hi Michelle,

Not that I know of but perhaps the ROC could ask Gordon Reid for some stills (cc'd on e-mail)?

Clay

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Sent: November-27-17 11:43 AM
To: Evans, Clay
Subject: photos or video? Jake Shearer

Hi Clay

Do you know if any photos or videos from the scene are available to share with media?

Thanks,

Michelle Imbeau

Communications Advisor
Canadian Coast Guard / Fisheries and Oceans Canada / Government of Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tel: 604-666-2872 / Cell: [redacted]

Conseillère en communications
Garde côtière canadienne / Pêches et Océans Canada / Gouvernement du Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tél : 604-666-2872 / Tél cel : [redacted]

Pages 761 to / à 762

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 27, 2017 12:41
To: 'CCGS-NGCC, GordonReid Captain'
Subject: RE: Photos of Jake Shearer

Thank you

Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: CCGS-NGCC, GordonReid Captain [mailto:ReidCO@ccgs-ngcc.gc.ca]
Sent: November 27, 2017 12:37
To: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: RE: Photos of Jake Shearer

This is the full resolution from the camera as taken.

From: Main Ops Officer / Agent principal des Ops (DFO/MPO) [mailto:Western.Ops-Centre2@dfo-mpo.gc.ca]
Sent: November-27-17 12:11 PM
To: CCGS-NGCC, GordonReid Wheelhouse
Cc: CCGS-NGCC, GordonReid Captain
Subject: FW: Photos of Jake Shearer

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V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: Imbeau, Michelle
Sent: November 27, 2017 12:00

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To: Main Ops Officer / Agent principal des Ops (DFO/MPO)
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Thanks,

Michelle Imbeau

Communications Advisor
Canadian Coast Guard / Fisheries and Oceans Canada / Government of Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tel: 604-666-2872 / Cell: [redacted]

Conseillère en communications
Garde côtière canadienne / Pêches et Océans Canada / Gouvernement du Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tél : 604-666-2872 / Tél cel : [redacted]

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 27, 2017 11:56
To: Evans, Clay; Imbeau, Michelle
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Tasker, Paul; Millman, John; Payne, Stephen; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: Photos of Jake Shearer
Attachments: DSCN1127.jpg; DSCN1069.jpg; DSCN1070.jpg; DSCN1072.jpg; DSCN1077.jpg; DSCN1092.jpg; DSCN1114.jpg

All,

Attached are some photos from the Gordon Reid of this morning's operations.

Kevin DeBoef
Operations Officer
Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria
V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: Evans, Clay
Sent: November 27, 2017 11:52
To: Imbeau, Michelle
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO); Tasker, Paul; Millman, John; Payne, Stephen; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: RE: photos or video? Jake Shearer

Hi Michelle,

Not that I know of but perhaps the ROC could ask Gordon Reid for some stills (cc'd on e-mail)?

Clay

From: Imbeau, Michelle
Sent: November-27-17 11:43 AM
To: Evans, Clay
Subject: photos or video? Jake Shearer

Hi Clay

Do you know if any photos or videos from the scene are available to share with media?

Thanks,

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Michelle Imbeau

Communications Advisor
Canadian Coast Guard / Fisheries and Oceans Canada / Government of Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tel: 604-666-2872 / Cell: [redacted]

Conseillère en communications
Garde côtière canadienne / Pêches et Océans Canada / Gouvernement du Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tél : 604-666-2872 / Tél cel : [redacted]

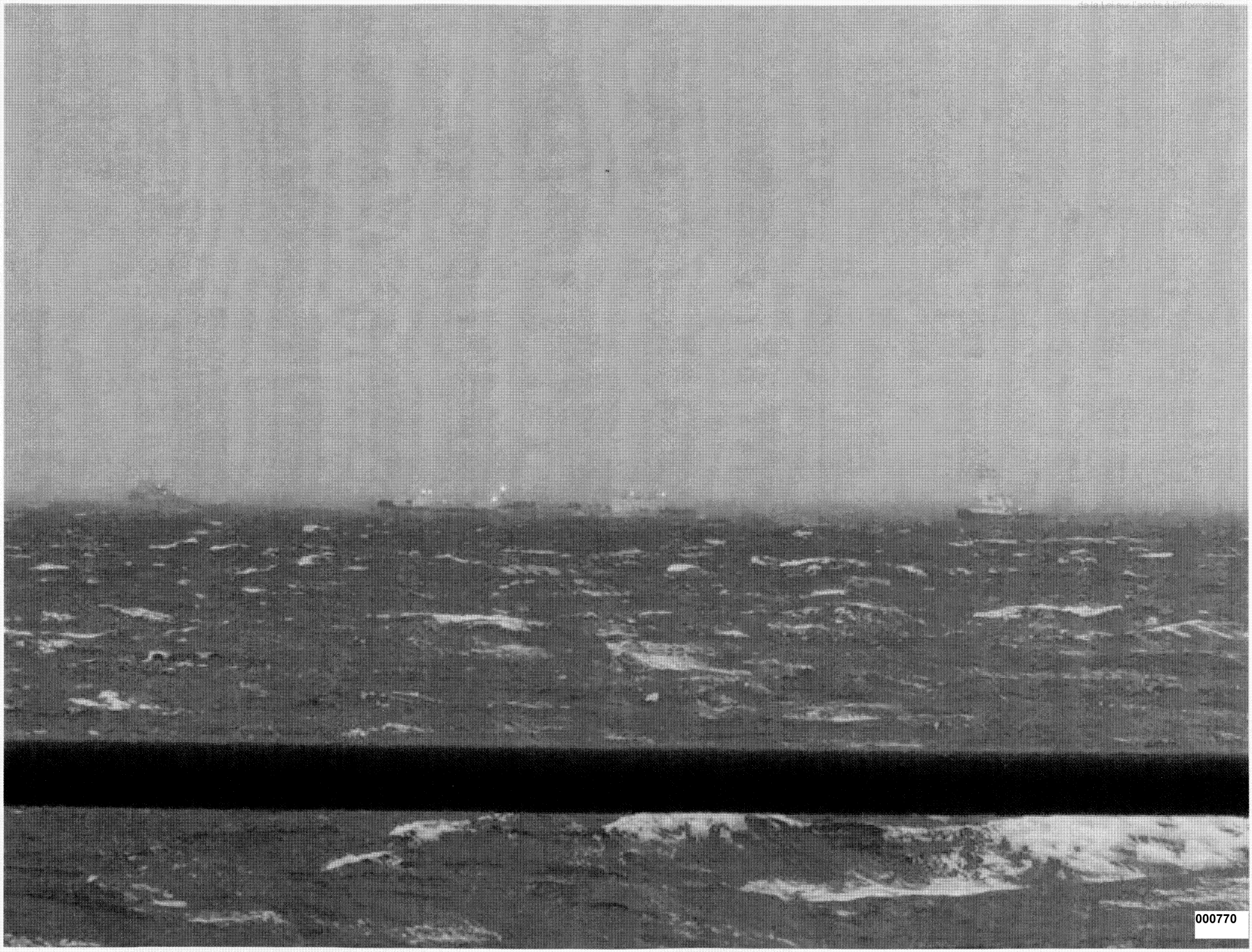
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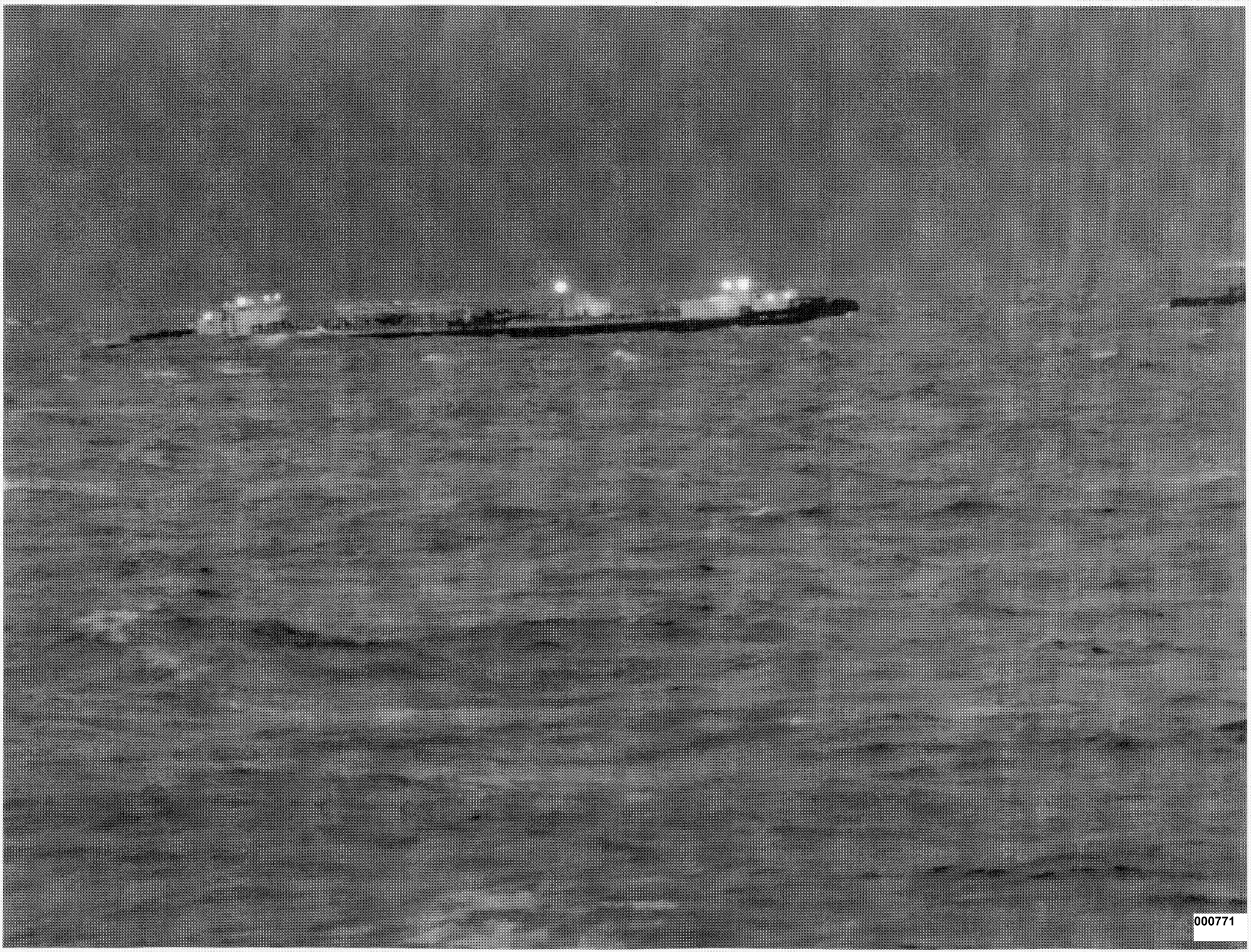
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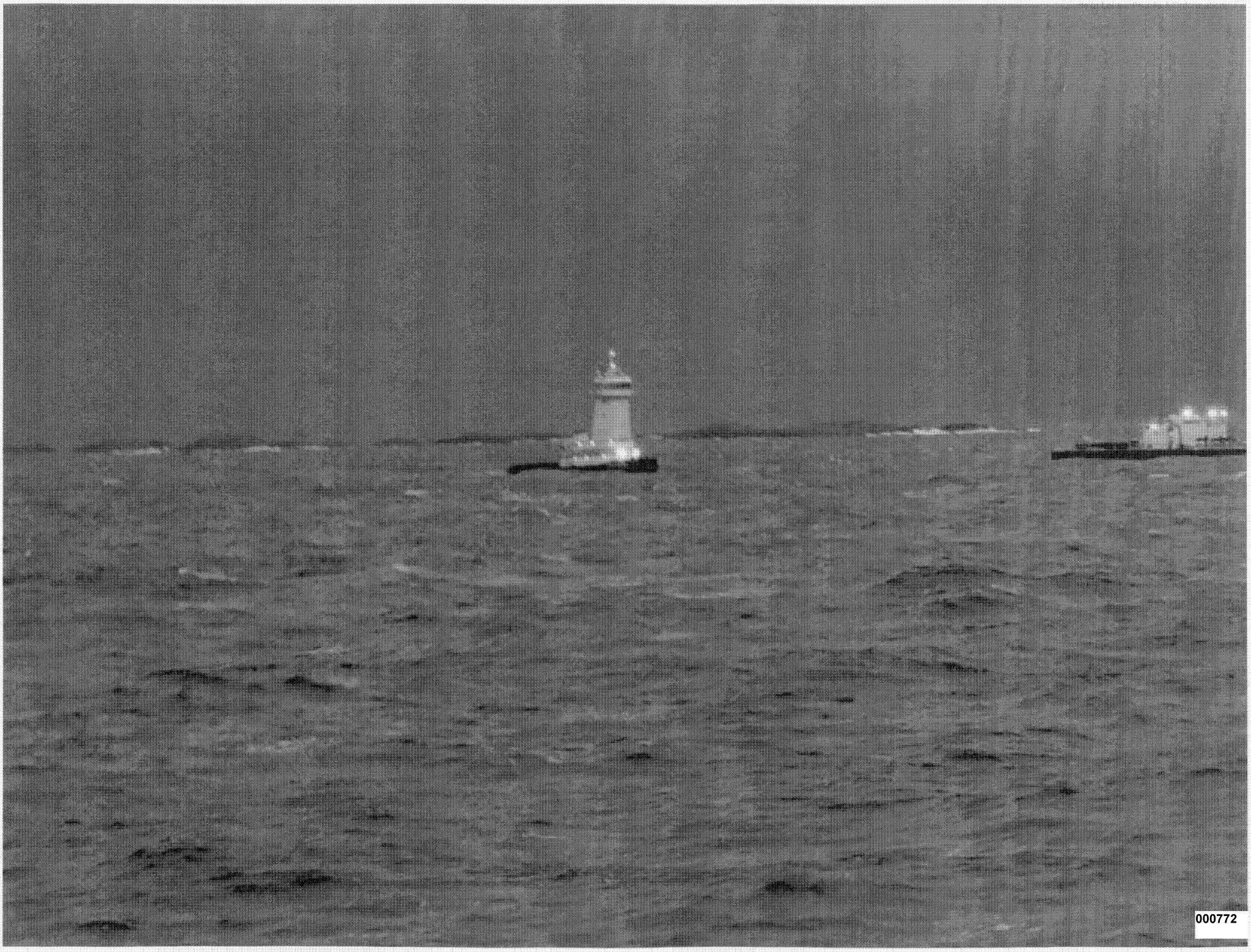
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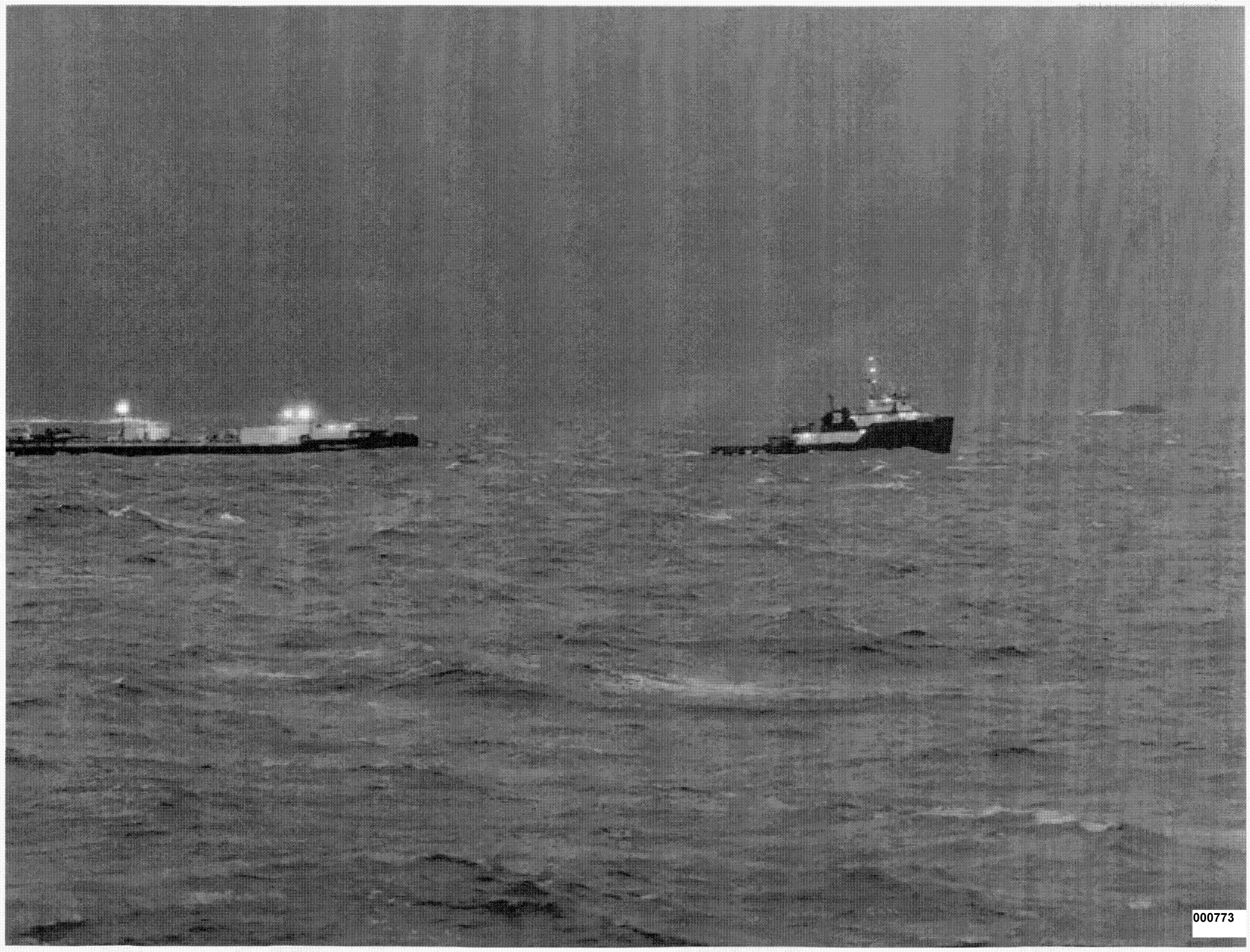
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s.16(2)
s.19(1)

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 12:19 AM
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Bennett, Bob
Cc: Main Ops Officer / Agent principal des Ops (DFO/MPO); McNish, Joanne; Lettau, Rhona; 'Brady, Jeff'; 'Wootton, Brian'
Subject: Monday Morning to do's Jake Shearer Incident

To do Monday Morning:

Nik Bazijanec Paul McLennan Justin Stoke
All three of these have a reservation with harbour air **at 0800.**
YOU MUST GET THEM QUICK TICKETS FROM KELLY CARTER / DARCENE THIRKELL . [redacted]

ER would prefer CG 665, the PRV III at Kits Base be used for the transit to Port Hardy.
My suggestion is that Jeff MacDonald pick up the crew at the sea plane base and transit around to Sea Island. From there, they can re jig the crews to work for them, and depart together. (email sent to all with the suggestion)
Next Conference call is at 0800

The Bartlett has 4 bunks available if anyone is in need.

Call me with any questions… I'll be up. And will be in around 9-930
R

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 1:27 AM
To: 'jrccvictoria@sarnet.dnd.ca'; 'Wootton, Brian'; McNish, Joanne; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: Bartlett ETA 0400 Nov. 28

Bartlett ETA to the Jake Shearer.

0400 Nov. 28th.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 1:49 AM
To: Middleton, Andrea; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Cc: Wootton, Brian
Subject: Morning Plan... Jake Shearer

Prior to the 0800 Telco,
Need to get another NCC Powerpoint brief done.

Bartlett ETA 0400 Nov. 28
ER Mobilized trucks . See 204s on Chart table
ER boats mobilized CG 701 and CG665 Northbound to Port Hardy.
Helo mobilized taking persons to Port Hardy
Update Norma H, and Gulf Cajun locations eta etc.

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

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Wind in the Willows

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 5:10 AM
To: ROC1 / COR1 (DFO/MPO)
Subject: brief
Attachments: Jake Shearer Incident Brief 2 (November 27 2017).ppt
Attachment is found elsewhere on the file

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

Pages 779 to / à 788

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 11:13 AM
To: ROC1 / COR1 (DFO/MPO)
Subject: Jake Shearer Incident Brief 3
Attachments: Jake Shearer Incident Brief 3 (November 27 2017).ppt

Attachments provided elsewhere

For 1100 distribution please.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

Pages 790 to / à 802

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 11:42 AM
To: XNCR, NCC-CCN
Subject: Time to chat?

David,

Please call me if you wish an 1100 brief. Otherwise, we will all be on the 1200 call.

Nothing much else to report.
The Bartlett will be stopping in Port Hardy,
Other 2 small boats stopping in Campbell River
Bartlett will have to crew change in Port Hardy on Wednesday
R

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell :
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

s.16(2)
s.19(1)

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 12:37 PM
To: [redacted]
Cc: Wootton, Brian; McNish, Joanne
Subject: Field Sheet for Norman Morrison Bay
Attachments: 2553_001.pdf

Rob,
Some local knowledge, field sheet from one of our captains for Norman Morrison Bay.

Scale may not be exact.

Rhian

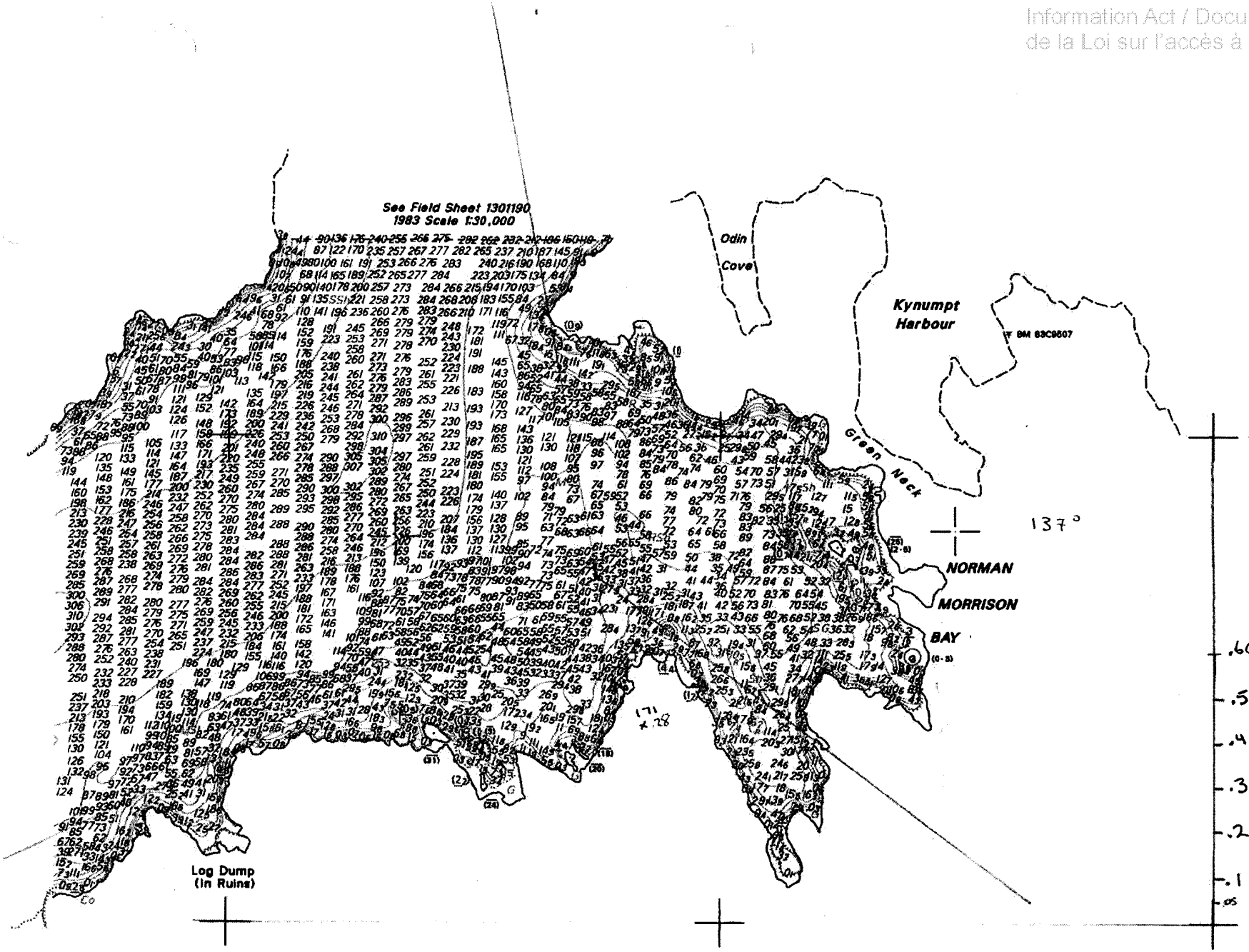
Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: dfo.donotreply-nepasrepondre.mpo@canada.ca [mailto:dfo.donotreply-nepasrepondre.mpo@canada.ca]
Sent: November-27-17 1:33 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: Attached Image

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Field sheet from
- Bodo de Lange Basin
- Rich Haas March 1982
1 = .866 m

Normal Mean Sea Level

000805

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 1:25 PM
To: McKee, Rhian
Subject: RE: Math

From JRCC SAR MASTER Program

GR tasked 2350Z
GR on Scene 0345Z.

4 Hours in transit.

Local Time 1930 last night on scene.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: McKee, Rhian
Sent: November-27-17 1:22 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: FW: Math

From: Girouard, Roger
Sent: Monday, November 27, 2017 1:21:58 PM (UTC-08:00) Pacific Time (US & Canada)
To: McKee, Rhian; Bennett, Bob
Subject: Math

Need a number. How long for G. Reid to get on-scene?

Roger Girouard

No information has been removed or severed from this page.

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Assistant Commissioner | Commissaire adjoint
Assistant Commissioner's Office | Bureau du commissaire adjoint
Canadian Coast Guard, Western Region | Garde côtière canadienne, Région de l'Ouest
25 Huron St, Victoria BC V8V 4V9 | 25, rue Huron, Victoria (C.-B.) V8V 4V9
Government of Canada | Gouvernement du Canada
roger.girouard@dfo-mpo.gc.ca
Telephone | Téléphone 250-480-2765

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 1:37 PM
To: ROC1 / COR1 (DFO/MPO)
Subject: Jake Shearer Incident Brief 4
Attachments: Jake Shearer Incident Brief 4 (November 27 2017).ppt
Attachment provided elsewhere

Please forward this on to all that were sent the previous one.

Please include Eric Chiang, Paul Cottrell and Les Sanderson to all future briefs

Thank you
Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

Pages 809 to / à 821

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pages 293 to / à 305

s.16(2)
s.19(1)

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 2:19 PM
To: Girouard, Roger; McNish, Joanne; Wootton, Brian
Subject: FW: Crew information

Roger,
You asked about crew names.

Please see below. Barge crew are identified.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: [redacted]
Sent: November-27-17 1:58 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Crew information

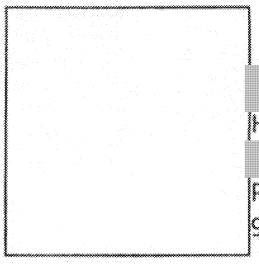
See below for crew list.

[redacted] Master
[redacted] – Master
[redacted] – Deck Tankerman – On board barge
[redacted] – Deck Tankerman – On board barge
[redacted] – Deck Tankerman
[redacted] – Master
[redacted] – Engineer
[redacted] – Engineer
[redacted] – Mate Tankerman
[redacted] Mate

If you need anything further please let me know.

s.16(2)
s.19(1)

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[redacted]
Harley Marine Services
[redacted]
P: [redacted]
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From: ROC Planning Officer / agent de planification COR (DFO/MPO) [mailto:ROCPlanning@dfo-mpo.gc.ca]
Sent: Monday, November 27, 2017 1:34 PM
To: [redacted]
Subject: RE: Crew information

Rob,

If you could please provide the information it would be appreciated as I have not received it.

Thank you
Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: [redacted]
Sent: November-27-17 1:06 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Crew information

Good afternoon,

I am reaching out to see if the requested information is still needed? I have been out of comms the past couple hours. Please let me know and I can provide.

s.16(2)
s.19(1)
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Thank you,

Harley Marine Services
P: 1
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From: ROC Planning Officer / agent de planification COR (DFO/MPO) [mailto:ROCPlanning@dfo-mpo.gc.ca]
Sent: Monday, November 27, 2017 11:23 AM
To:
Subject: Crew information

Good Morning

I have been tasked to inquire about the names of the 2 crew that have been on the barge all night, as well as the Captain and crew of the Jake Shearer.

Thank you
Rhian McKee

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell :
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

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Wind in the Willows

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 4:04 PM
To: ROC1 / COR1 (DFO/MPO)
Subject: Incident Brief Jake Shearer Brief 5
Attachments: Jake Shearer Incident Brief 5 (November 27 2017).ppt

Attachment is found elsewhere on the file

For distribution please

Thank you
Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

Pages 826 to / à 839

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s.16(2)

s.19(1)

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 6:04 PM
To: ROC1 / COR1 (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Cc: McNish, Joanne; Wootton, Brian; Murdock, Philip
Subject: FW: ICP contact numbers

FYI

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: Brady, Jeff
Sent: November-27-17 5:56 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: FW: ICP contact numbers

For your records.

Jeff

From: Wong, Helen
Sent: November-27-17 5:34 PM
To: Brady, Jeff
Subject: ICP contact numbers

Dale Elford - [redacted]
Brandy Gladson - [redacted]
Carl Snow - [redacted]
Mike Martens - [redacted]
Tyler Yager - [redacted]
Helen Wong - [redacted]

BCMOE
John Kervel - [redacted]
Dale Bull - [redacted]

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Zuch Scher [redacted]

WCMRC

[redacted]

HMS/OTB

[redacted]

Heiltscik

Megan Humchitt [redacted]

Fire Hall

Brent Borg (chief) [redacted]

Gavin Texmo (Deputy chief) [redacted]

s.16(2)

s.19(1)

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 6:32 PM
To: ROC1 / COR1 (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: FW: EOC Status

FYI

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: McNish, Joanne
Sent: November-27-17 5:43 PM
To: Murdock, Philip; Bennett, Bob
Cc: Wootton, Brian; Brady, Jeff; Girouard, Roger; Hunt, Cliff; Heap, David; Bain, Brian; CCGS Sir WIlfrid Laurier; ROC Planning Officer / agent de planification COR (DFO/MPO); Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: EOC Status

Phil/Bob,
I just spoke with Brian.

Given the following:

- Gulf Cajun closing on safe anchorage
- ICP stood up in Port Hardy
- Elder [redacted] onboard Gordon Reid
- Actions in place for booming the tug, Jake Scheerer

Bob - once vessel at anchor, stand down and carry on with off-site training tomorrow
Phil - EOC director. Own discretion, once situation stabilized, to stand down
Brian - turn to tomorrow AM
Joanne - turn to tomorrow in EOC at 0500

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EOC crew to remain 2+ alerting desk during night.
Cinzia - Alerting desk/ROC experience - extra
Ashley - Alerting Officer - was on desk last night
Kyra Nabetta - Fleet experience/NCC experience/EOC
Captain Noon available onboard Laurier

Rhian McKee - Dep Supt ROC - duty Officer ROC
Andrea Middleton, A/Superintendent ROC

Any issues, call Brian, Joanne, Phil.

Joanne - 250 589-2737
Brian - [redacted]

Joanne

s.16(2)
s.19(1)

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 7:43 PM
To: Murdock, Philip; Brady, Jeff
Subject: RE: EOC Status

There are NO additional people on the Gordon Reid tonight.

[redacted] did NOT stay onboard. He returned with the Bella Bella lifeboat.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: Murdock, Philip
Sent: November-27-17 7:40 PM
To: Brady, Jeff
Cc: ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: EOC Status

I don't think so. I understood he went out of the Lifeboat, but is not on the Gordon Reid (the Reid is "jogging" outside of Norman Morrison Bay.

Rhian?

Philip

From: Brady, Jeff
Sent: November-27-17 7:38 PM
To: Murdock, Philip
Subject: FW: EOC Status

Sooo... Elder [redacted] onboard Gordon Reid??
Jeff

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From: McNish, Joanne
Sent: November-27-17 5:43 PM
To: Murdock, Philip; Bennett, Bob
Cc: Wootton, Brian; Brady, Jeff; Girouard, Roger; Hunt, Cliff; Heap, David; Bain, Brian; CCGS Sir WIlfrid Laurier; ROC Planning Officer / agent de planification COR (DFO/MPO); Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
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Captain Noon available onboard Laurier

Rhian McKee - Dep Supt ROC - duty Officer ROC
Andrea Middleton, A/Superintendent ROC

Any issues, call Brian, Joanne, Phil.

Joanne - 250 589-2737
Brian - [redacted]

Joanne

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 8:04 PM
To: NCC / CCN (DFO/MPO)
Subject: FW: PHOTOS from Jake Shearer
Attachments: DSCN0781.JPG; DSCN0783.JPG; DSCN0789.JPG; DSCN0799.JPG

Photos for your Brief

R

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: Murdock, Philip
Sent: November-27-17 5:52 PM
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: Fw: PHOTOS

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>
Sent: Monday, November 27, 2017 5:47 PM
To: Martens, Michael; Imbeau, Michelle; Murdock, Philip
Subject: FW: PHOTOS

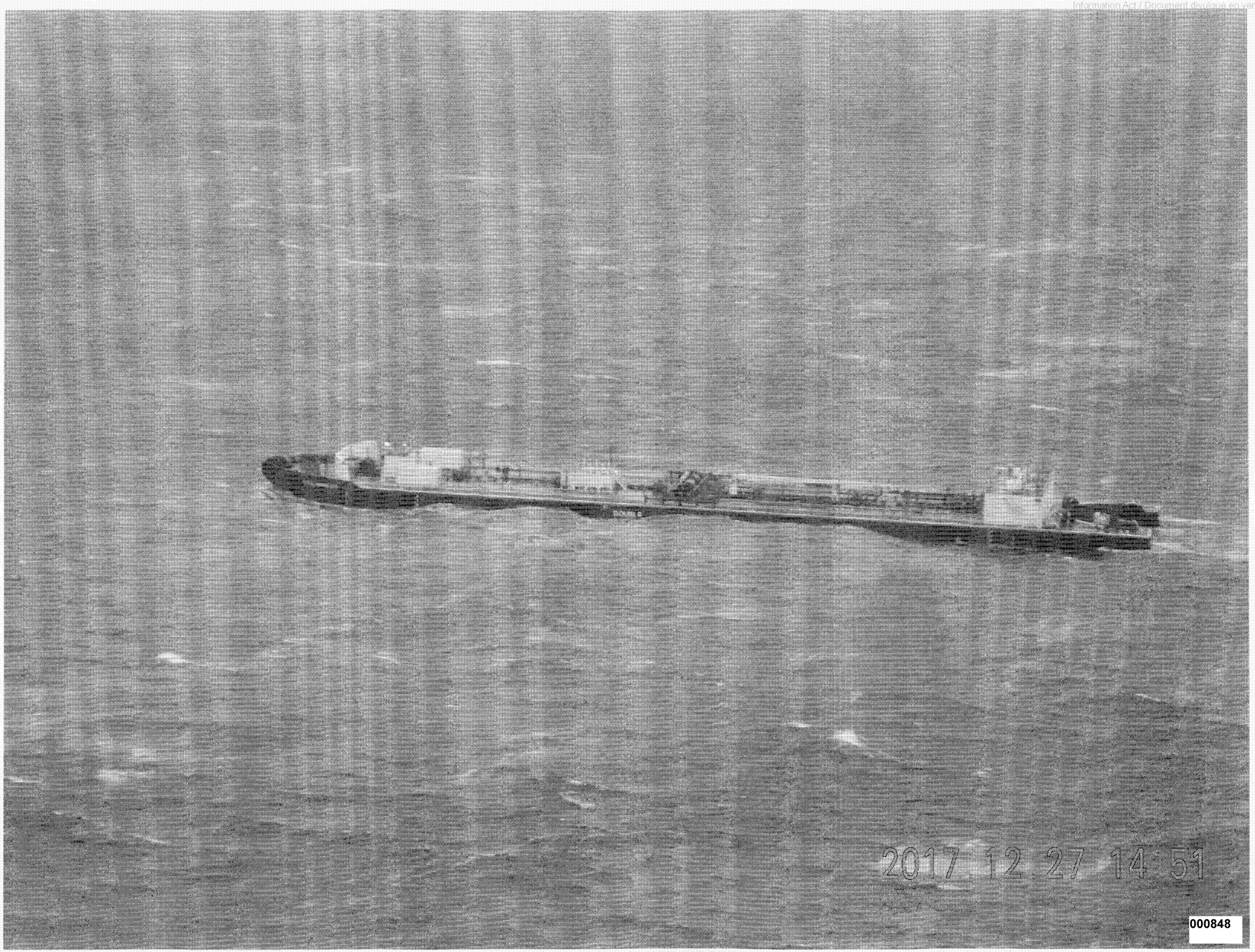
From: Bella Bella Airport [mailto:bellabellaair@outlook.com]
Sent: November-27-17 2:50 PM
To: Brady, Jeff

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Cc: ZACHARY.SCHER@GOV.BC.CA
Subject: PHOTOS

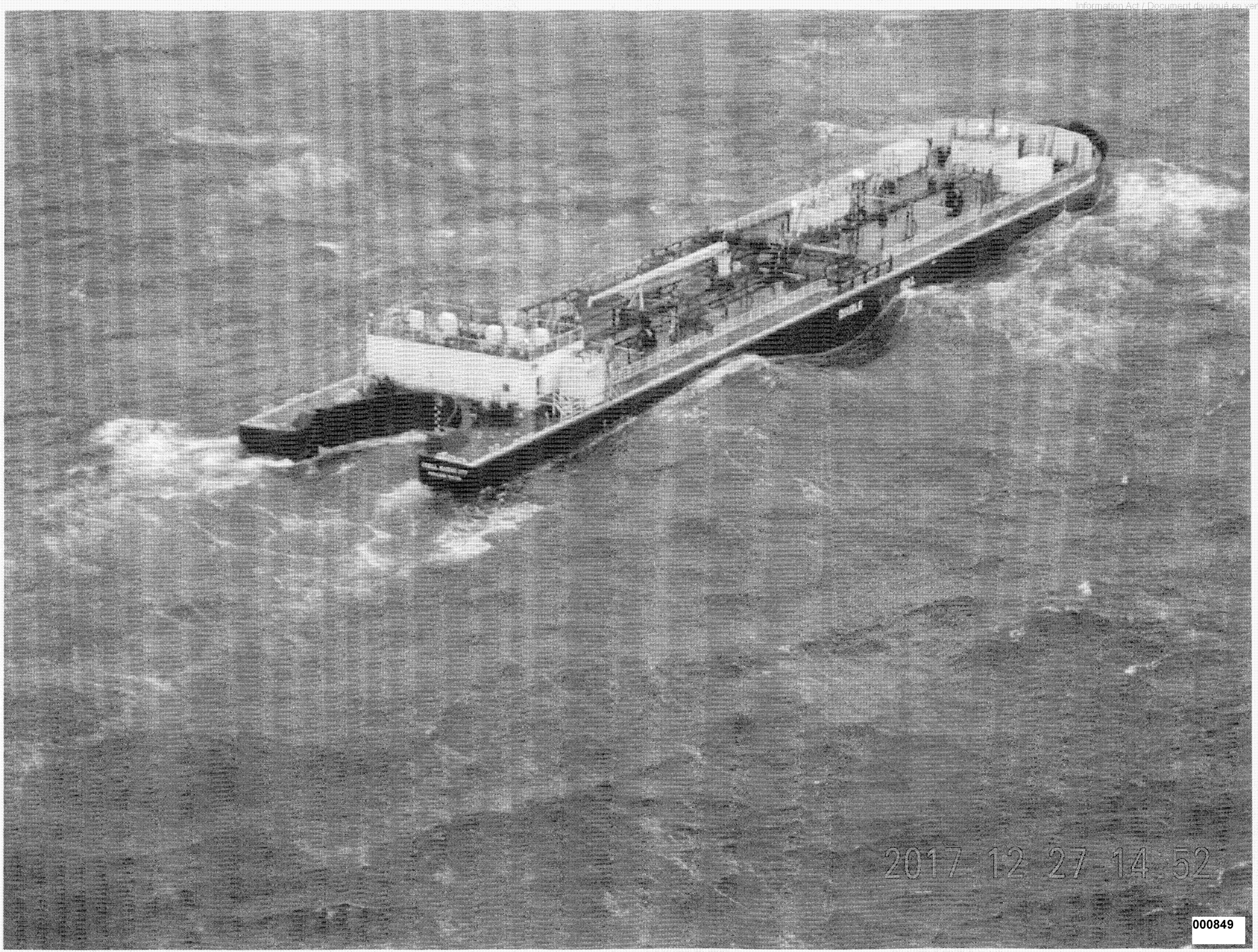
[redacted]
Bella Bella Airport Manager
Phone: 250 957 2868
Fax: 250 957 2869

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2017 12 27 14 51

Document Released Under the Access to Information Act / Document divulgué en vertu



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2017 12 27 14 34

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s.16(2)

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-27-17 9:39 PM
To: XPAC CCG Station Bella Bella
Cc: Main Ops Officer / Agent principal des Ops (DFO/MPO); McNish, Joanne; Murdock, Philip; 'Wootton, Brian'; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: Tasking for Tuesday AM

Good day Peter.

Could we please task you to Bella Bella to pick up a Heiltsuk Observer to take out to Norman Morison Bay at 0830 Nov. 28th.

Request from Jeff Brady.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

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Coulombe, Amber

From: Pelletier, Mario
Sent: Tuesday, November 28, 2017 9:18 AM
To: Lebel, Mathieu; Moss, Derek; Mougeot, Alyssa; Ivany, Gary
Cc: Lemieux, Jessica; Olson, Kathleen; Parisien, Renée; Wells, William; Lockhart, Tara
Subject: RE: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Approuvé

From: Lebel, Mathieu
Sent: Tuesday, November 28, 2017 9:14 AM
To: Moss, Derek; Mougeot, Alyssa; Pelletier, Mario; Ivany, Gary
Cc: Lemieux, Jessica; Olson, Kathleen; Parisien, Renée; Wells, William; Lockhart, Tara
Subject: RE: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Revised. Mario, for your approval.

ML

Incident #JakeShearer in #BC: Tug and barge are now safely anchored in Norman Morison Bay, BC for inspections. Booms have been placed around both vessels as a precaution. No pollution observed.

Incident #JakeShearer en C.-B.: Remorqueur et barge sont ancrés et en sécurité dans la baie Norman Morison, C.-B. pour des inspections. Des barrages flottants estacades ont été placées autour des deux navires par mesure préventive de précaution. Aucune pollution observée.

De : Moss, Derek
Envoyé : 28 novembre 2017 09:13
À : Mougeot, Alyssa <Alyssa.Mougeot@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>; Lebel, Mathieu <Mathieu.Lebel@dfo-mpo.gc.ca>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca> Cc : Lemieux, Jessica <Jessica.Lemieux@dfo-mpo.gc.ca>; Olson, Kathleen <Kathleen.Olson@dfo-mpo.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>; Wells, William <William.Wells@dfo-mpo.gc.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca> Objet : RE: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Hi Alyssa,

Would suggest amending first line to "Tug and barge are now safely anchored..." if it fits. Meme en francais...

Derek

From: Mougeot, Alyssa
Sent: November 28, 2017 9:00 AM
To: Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca<mailto:Mario.Pelletier@dfo-mpo.gc.ca>>; Lebel, Mathieu <Mathieu.Lebel@dfo-mpo.gc.ca<mailto:Mathieu.Lebel@dfo-mpo.gc.ca>>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca<mailto:Gary.Ivany@dfo-mpo.gc.ca>>; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca<mailto:Derek.Moss@dfo-mpo.gc.ca>>

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Cc: Mougeot, Alyssa <Alyssa.Mougeot@dfo-mpo.gc.ca<mailto:Alyssa.Mougeot@dfo-mpo.gc.ca>>; Lemieux, Jessica <Jessica.Lemieux@dfo-mpo.gc.ca<mailto:Jessica.Lemieux@dfo-mpo.gc.ca>>; Olson, Kathleen <Kathleen.Olson@dfo-mpo.gc.ca<mailto:Kathleen.Olson@dfo-mpo.gc.ca>>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca<mailto:Renee.Parisien@dfo-mpo.gc.ca>>; Wells, William <William.Wells@dfo-mpo.gc.ca<mailto:William.Wells@dfo-mpo.gc.ca>>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca<mailto:Tara.Lockhart@dfo-mpo.gc.ca>>
Subject: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Good morning,

Please find below updated tweets for your approval.

Incident #JakeShearer in #BC: Tug and barge are now anchored in Norman Morison Bay, BC for inspections. Booms have been placed around both vessels as a precaution. No pollution observed.

Incident #JakeShearer en C.-B.: Remorqueur et barge sont ancrés dans la baie Norman Morison, C.-B. pour des inspections. Des barrages flottants ont été placés autour des deux navires par mesure de précaution. Aucune pollution observée.

Thank you.

Alyssa Mougeot
Social Media Officer / Agente aux réseaux sociaux Issues Management and Outreach / Gestion des enjeux et engagement Canadian Coast Guard / Garde côtière canadienne Government of Canada / Gouvernement du Canada
Alyssa.mougeot@dfo-mpo.gc.ca<mailto:Alyssa.mougeot@dfo-mpo.gc.ca>
613-219-6297

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Coulombe, Amber

From: Ivany, Gary
Sent: Tuesday, November 28, 2017 4:19 PM
To: Wells, William; Bate, Dan
Cc: Parisien, Renée; Lebel, Mathieu; NCC / CCN (DFO/MPO)
Subject: RE: JAKE SHEARER telecon

Thanks Will,

Will send anything (from our side) that comes from the meeting to you by email ....

Gary

Gary

From: Wells, William
Sent: Tuesday, November 28, 2017 4:04 PM
To: Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Bate, Dan <Dan.Bate@dfo-mpo.gc.ca>
Cc: Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>
Subject: JAKE SHEARER telecon

Hi Gary and Dan,

Just wanted to flag that neither Renee or myself can call in for tonight's call. Please let us know if there is any follow ups that you require support with.

Thanks!

William Wells
Senior Communications Advisor| Conseiller principal en communications
Canadian Coast Guard | Garde côtière canadienne
200 rue Kent Street, Ottawa, ON K1A 0E6
Tel.: 343-998-5723

s.16(2)

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Johansen, Jeff

From: Rogers, Juanita
Sent: November-28-17 10:03 AM
To: Johansen, Jeff; Gordon, Elysha; Clark, Dan; Wylie, Erin; Groves, Steven; Ridings, Pauline
Cc: Chiang, Eric
Subject: FW: DGIR 172945 UPDATE 7 - NEA

I have reduced my distribution down to just RM as the regional process in care of the larger incident will be sending any official briefings to appropriate staff. Thought you would appreciate a short update from this morning's coordination call (I have borrowed heavily from some notes I have just received from our ECCC partners).

Nov27 1820hrs - barge anchored at Norman Morrison Bay northwest of Bella Bella.

Nov28 update:

- Barge secured and anchored.
- Tug Jake Shearer anchored and oil containment boom deployed as preventive action; report of damage on front fuel tank; no confirmed leak.
- A preliminary list of species/resources including clam beds identified.
- ECCC will model new location, however it requires additional information on volumes from Tug.
- Divers are on standby in Vancouver airport due to weather in Bella Bella airport.
- A more completed list of resources will be distributed in afternoon.

Reminder: this area remains under Emergency Closure 7.ee

No additional call is scheduled at the moment but if conditions change a call will be scheduled.

Juanita
(T) 250-756-7268 (C) [redacted]

From: SGPEP.ECC1@gov.bc.ca
Sent: Tuesday, November 28, 2017 12:05:17 AM (UTC-05:00) Eastern Time (US & Canada)
To: CNUE / NEEC (EC)
Subject: DGIR 172945 UPDATE 7 - NEA

Incident Date: 2017-11-26
Incident Time: 19:28
Location: 51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
Area: BELLA BELLA
PEP Region: NEA
MOE Region: Omineca Region

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Caller / Agency:
JOHN KERVEL / MOE RO

Details:
The Incident Command Post - with an activated Unified Command comprised of Harley Marine, Heiltsuk Nation, CCG, Provincial MOE, and WCMRC - has been set up in the Port Hardy Fire Rescue station.

WCMRC has two crews stopping to rest in Klemtu (Eagle Bay) and Port Hardy (G.M. Penman). WCMRC is also booming the Jake Shearer during the evening of November 27th.

Coordination calls have been completed between the Heiltsuk Nation and the CCG.

1820 tow anchored in Norman Morrison Bay

1920 oil containment boom deployed around the tug JAKE SHEARER

A coordination call is to occur tomorrow (11/28/2017) at 0800, which will be facilitated by the CCG.

The BC MOE, ECCC, CCG, and Heiltsuk will be developing an ICS 232 for Norman Morrison Bay. WCMRC has provided a 232 from the Nathan E. Stewart incident for additional information.

The CCG vessel Cape St. James will be transporting Heiltsuk observers to the tug and barge in Norman Morrison Bay during the day of November 28th.
The CCG helicopter will be transporting CCG, Harley Marine, and Provincial personnel to the tug and barge.
Operational periods are anticipated to be 7:00 hours to 20:00 hours.

Report Compiled By: MIKE Operations 1 ECC - 2017-11-27 20:52 DGIR 172945 UPDATE 7 - Subject: INLAND UPDATE

Notifications:
2053 briefed MOE RO Dave Pridham
2056 emailed CCG ROC/MOE Smithers/Code 2 Dist/MOE Nanaimo.

Duty Officer:
EC Level: Minor / Moderate / Major / Exercise / Potential
Notes:

UPDATE:

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Chang, Raymond

From: Benoy, Nicholas
Sent: November-28-17 9:56 AM
To: Chiang, Eric; Daradics, Anya; Herborg, Matthias
Subject: Commercial Fishery Map

Hello everyone,

I have uploaded a commercial fishery map to the Incident folder on the Region drive (R:\FAM\Incidents\2017_11_26 JakeShearer\Maps). The map does not show any fishery data, as the data has not yet been cleared for publication. Instead, I have included a table that says whether not each fishery occurs in the region. I have also included the most up to date location for the Jake Shearer/barge. I just double checked my location with the AIS feed, and it looks to be accurate. For clarity in the map legend, I included the time I recorded the AIS location.

Cheers,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Chang, Raymond

From: Benoy, Nicholas
Sent: November-28-17 9:15 AM
To: Poehlke, Travis
Subject: Jake Shearer Incident - Fisheries Map
Attachments: Commercial_Fisheries_List.xlsx

Hi Travis,

Eric has asked me to put together a map with the current location of the Jake Shearer with an inset table (attached) showing which fisheries occur in the area. I think it would be best for me to only include the Fishery Category, Fishery Name, and "Present in spill zone?" fields on the map.

What do you think?

Cheers,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Fishery Category	Fishery Name	Present in spill zone?	Distance/ Direction from spill	Notes
Groundfish	Halibut	Yes	<10 Km all directions	
	Halibut Sabelfish Combo	Yes	26km SW	
	Lingcod	Yes	< 5km E, S, W	
	Rockfish Inside	No		
	Rockfish Outside	Yes	<6km W, NW, NE, E, SE	
	Sablefish	Yes	~24km NE; ~46km W	
	Shrimp Trawl	Yes	30km E	
	Sea Cucumber	Yes	<10km E	
	Scallop Trawl	No		
Shellfish	Red Sea Urchin	Yes	5km NW; ~15km NE	
	Octopus	No		Not a fishery anymore - bycatch from other fisheries
	Green Sea Urchin	No	~120km SE	
	Geoduck	Yes	~10km NW/NE/SE	
	Euphausiid	No		
	Prawn	Yes		Data from 2004 - too coarse for distance measurements
	Crab	No	>90 km N	Data from 2004 - too coarse for distance measurements
Pellagics	Tuna	Yes	>75 km NW/W/SW/S/SE	
	Herring - Roe and Test	Yes	N/NE	Data too coarse for proper distance measurements
	Herring - Spawn on Kelp	Yes	N/NE/E/SE	Data too coarse for proper distance measurements
	Herring - Food and Bait and Special Use	Yes	SE	Data too coarse for proper distance measurements
	Sardine	Yes	~46km E; ~56km NE	Current as of 2001-2012
Salmon	Gillnet (Salmon)	Yes	NE/E/SE	Data too coarse for proper distance measurements
	Seine (Salmon)	Yes	NE/E	Data too coarse for proper distance measurements
	Troll (Salmon)	Yes	On top	Data too coarse for proper distance measurements

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Chang, Raymond

From: Benoy, Nicholas
Sent: November-28-17 10:36 AM
To: Keizer, Adam
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Adam,

Many thanks for the info.

Cheers,

Nick

From: Keizer, Adam
Sent: November-28-17 10:34 AM
To: Benoy, Nicholas
Cc: Tadey, Robert; Petersen, Shane; Gardner, Lindsay
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Nick,

Please see below.

Thanks,
Adam

Fishery	Licence category	Gear	Area
Commercial Halibut	L / FL	Hook and Line	Coastwide
Commercial Sablefish	K / FK	Hook and Line, Trap	PFMA 1, 2, 101, 108 to 111, 121, 123 to 127, 130, 142, Subarea 102-3 and that portion of Subarea 102-2 that lies south of a line from 52 degrees 10.00 minutes north latitude and 130 degrees 57.395 minutes west longitude to 52 degrees 27.020 minutes north latitude and 130 degrees 16.621 minutes west longitude, subject to variation of the close times set out in the Pacific Fishery Regulations, 1993.
Commercial rockfish	ZN / FZN	Hook and Line	Coastwide
Commercial Lingcod	C / Schedule II	Hook and Line	Coastwide
Commercial Spiny Dogfish	C / Schedule II	Hook and Line	Coastwide
Commercial groundfish trawl	T / FT	Bottom trawl; Midwater trawl	Coastwide [See groundfish trawl footprint]

From: Benoy, Nicholas
Sent: November-28-17 8:27 AM
To: Keizer, Adam
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

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If the fisheries are coastwide, we just need to know their status.

Thanks,

Nick

From: Keizer, Adam
Sent: November-28-17 8:26 AM
To: Benoy, Nicholas
Subject: Re: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

The groundfish fisheries are coastwide, but I'll work with my staff to get the VO numbers of fishery that could be occurring in the areas.

Adam

From: Benoy, Nicholas
Sent: Tuesday, November 28, 2017 7:18 AM
To: Keizer, Adam
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Adam,

The information could likely be helpful. From my understanding, there has been no report of spilled material, but the EU is being stood up due to the catastrophic impact a spill of this quantity would have. Is it possible for you and your team to put together the information on a PFMA sub-area scale?

Cheers,

Nick

From: Keizer, Adam
Sent: November-27-17 10:31 PM
To: Benoy, Nicholas
Subject: RE: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hi Nicholas,

I can pull these together with my team on Tuesday if desired. In short, hook and line/trap fisheries for Sablefish, rockfish, and dogfish are open, as is the groundfish trawl fishery.

I understand that the barge is being towed to Seaforth Channel. Do you still require the VO information?

Thanks,
Adam

From: Benoy, Nicholas
Sent: 27 November 2017 12:42
To: Keizer, Adam
Cc: Chiang, Eric; Daradics, Anya; Herborg, Matthias
Subject: Request for Fishery Notices - Potential Incident - ATB Jakes Shearer

Hello Adam,

My name is Nicholas Benoy, and I am a GIS Analyst with the Oceans Program based out of Vancouver. My work primarily involves Regional Response Planning. This morning, I was notified of a potential incident involving the ATB Jakes Shearer. On Sunday, the vessel was struck by a rogue wave and became completely disconnected from a

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laden fuel barge. CCG is on the scene, and WCMRC spill response boats are standing by. With that said, there is the potential for 3.4 million litres of diesel to leak into the marine environment, so we are preparing to stand up in the ICS if it comes to that.

We are currently collecting as much information about the area as possible. At this point, we are looking for an up to date list of fishery openings, closures, and other variation notices for groundfish fisheries. The Jakes Shearer is currently sitting at 51.842111N, 128.545583W, which is in Area 107. However, if the diesel on board was to spill, it could potentially impact Areas 7, 8, and 108. ECCC is preparing to send me the tradjectory model shapefile, so I will update the list of potentially affected areas once I have the data.

In the meantime, is it possible for you to provide us with a list of openings, closures, and variation notices for groundfish fisheries? If you have any questions about the incident itself, please contact Eric Chiang, our RRP Program Officer.

Thank you for the help.

Regards,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Fishery	Licence category	Gear	Area	Affected Areas	Status	VO number
Commercial Halibut	L / FL	Hook and Line	Coastwide	7, 8, 107,108	Closed	2017-046
Commercial Sablefish	K / FK	Hook and Line, Trap	PFMA 1, 2, 101, 108 to 111, 121, 123 to 127, 130, 142, Subarea 102-3 and that portion of Subarea 102-2 that lies south of a line from 52 degrees 10.00 minutes north latitude and 130 degrees 57.395 minutes west longitude to 52 degrees 27.020 minutes north latitude and 130 degrees 16.621 minutes west longitude, subject to variation of the close times set out in the Pacific Fishery Regulations, 1993.	108	Open	2017-044; 2017-045
Commercial rockfish	ZN / FZN	Hook and Line	Coastwide	7, 8, 107,108	Open	2017-104
Commercial Lingcod	C / Schedule II	Hook and Line	Coastwide	7, 8, 107,108	Closed	2017-109
Commercial Spiny Dogfish	C / Schedule II	Hook and Line	Coastwide	7, 8, 107,108	Open	2017-106
Commercial groundfish trawl	T / FT	Bottom trawl; Midwater trawl	Coastwide [See groundfish trawl footprint]	7, 107, 108	Open	2017-107; 2017-108

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RE: Jake Shearer Hotwash

2018–March-18
3:48 PM

Subject	**RE: Jake Shearer Hotwash**
From	Chiang, Eric
To	Daradics, Anya
Sent	2017–November-28 10:54 AM

Hi Anya can you take off Neil and Brigid. They will be too busy for this ground level hotwash.
Eric

-----Original Appointment-----
From: Daradics, Anya
Sent: 2017–November-28 8:30 AM
To: Cauffope, Genevieve; Gallant, Nicole; O'Grady, Liane; Herborg, Matthias; Chiang, Eric; Benoy, Nicholas; Payne, Brigid; Davis, Neil; Rogers, Juanita; Cottrell, Paul
Subject: Jake Shearer Hotwash
When: 2017–December-06 1:00 PM-2:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: DFO CONF Vancouver-401BurrardSt-13-Bulkley CONF MPO

Pages 866 to / à 867

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RE: Hotwash for Jake Shearer

2018–March-18
3:48 PM

Subject	**RE: Hotwash for Jake Shearer**
From	Cauffope, Genevieve
To	Chiang, Eric
Cc	Gallant, Nicole; Daradics, Anya
Sent	2017–November-28 8:18 AM

HI Eric,
Nicole Gallant and I will be on the call when it is scheduled
Thank you
Gen

Geneviève Cauffopé

Acting Senior Compliance Officer, Oceans Protection Plan, Conservation and Protection
Fisheries and Oceans Canada/ Government of Canada
Genevieve.Cauffope@dfo-mpo.gc.ca /**Tel: 604-666-0588**
Cell : [redacted]
Agente principale par intérim, plan de protection des océans, Conservation et Protection
Pêches et Océans Canada/ Gouvernement du Canada
Genevieve.Cauffope@dfo-mpo.gc.ca /**Tél.: 604-666-0588**
Cellulaire : [redacted]

From: Chiang, Eric
Sent: November-27-17 6:01 PM
To: Herborg, Matthias; Daradics, Anya; Benoy, Nicholas; Rogers, Juanita; Stuyt, Shannon; Cauffope, Genevieve; Cottrell, Paul
Cc: O'Grady, Liane; Payne, Brigid; Davis, Neil
Subject: Hotwash for Jake Shearer

Hey team let's be sure to do a hotwash after Jake Shearer is put to bed. This is an idea "placeholder"…
Gen – you may not be the right person from C&P but feel free to nominate someone else.

Anya can you please keep this on your radar and organize in near future? Thanks,

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel [redacted]

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Canada

CANADA 150

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RE: Jake Shearer update; 1700 Nov 28

2018-March-18
3:48 PM

Subject	**RE: Jake Shearer update; 1700 Nov 28**
From	Chiang, Eric
To	Thomson, Andrew
Cc	Bate, Dan; Rogers, Juanita; Payne, Brigid; Johansen, Jeff; Groves, Steven; Herborg, Matthias; Daradics, Anya; Carlson, Mike; Benoy, Nicholas; Sanderson, Leslie; Cauffope, Genevieve; O'Grady, Liane; Cottrell, Paul; Davis, Neil; Jones, Lisa Ann
Sent	2017-November-28 5:24 PM

Hi all - short update after 1700 call.
- TC inspector is on site and performing vessel inspection with a company rep as well as a HN observer. This is ongoing, ETA unknown.
- Helicopter flights today revealed no oil sheens.
- WCMRC assets are standing down / returning to home base (e.g. Prince Rupert)
- Divers ETA is tomorrow midday to perform hull inspection.

Next call: 0800 Nov 29.
Thnx
Eric

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel [redacted]

From: Chiang, Eric
Sent: Tuesday, November 28, 2017 10:48 AM
To: Thomson, Andrew
Cc: Bate, Dan; Rogers, Juanita; Payne, Brigid; Johansen, Jeff; Groves, Steven; Herborg, Matthias; Daradics, Anya; Carlson, Mike; Benoy, Nicholas; Sanderson, Leslie; Cauffope, Genevieve; O'Grady, Liane; Cottrell, Paul; Davis, Neil; Jones, Lisa Ann
Subject: Jake Shearer update; 0800 Nov 28

Hi Andy,

Here's the update collected from Juanita, as she beat me to the punch somewhat. I have added some more notes in brown.
I have also reduced circulation of this update to the leads in each of the areas pertinent to response (e.g. FM / SARA / Science etc.)

Nov27 1820hrs - barge anchored at Norman Morrison Bay northwest of Bella Bella.

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Nov28 update:

- Barge secured and anchored.
- Tug Jake Shearer anchored and oil containment boom deployed as preventive action; report of damage on front fuel tank; no confirmed leak.
  - There is a precautionary boom around the tug. No sheen observed inside the boom as well.
  - Divers are on standby in Vancouver airport due to weather in Bella Bella airport. Divers will inspect the tug hull. ETA unknown at this point due to flight delays.
- ICP has been struck up at Port Hardy; CCG is approaching the incident management under ICS framework; Unified Command includes HN, BC, CCG, and Harley Marine (owner)
  - Environmental Unit undertook a conference call at 0830 this morning.
    - EU works on collecting environmental sensitivity information based on the new location – Norman Morrison Bay
    - A preliminary list of species/resources including clam beds identified. Other agencies and HN will supply environmental sensitivity information. E.g. ECCC / DFO / HN.
    - Resource At Risk form (ICS 232) is being compiled based on above information. EU lead is BC MoE. A more completed list of resources will be distributed in afternoon.
    - All at EU agree there is diminishing risk but want to continue to the data collection work on precautionary basis.
    - ECCC will model new location, however it requires additional information on volumes from Tug.
- Highest importance for the incident management right now is for TC to provide inspection on the seaworthiness of the tug and the barge. ETA of TC inspectors ~1315 today.
  - HN has requested to attend inspection as well. This conversation is being conducted by TC and UC members, under ICS construct.
- Next incident management call: TBD but likely tomorrow morning.

Reminder: this area remains under Emergency Closure 7.ee

Eric

From: Thomson, Andrew
Sent: 2017–November-28 8:22 AM
To: Chiang, Eric
Cc: Bate, Dan
Subject: Jake Sherer call this morning

Eric

I was not able to attend the 8:00 am briefing, can you provide an short update of the situation?

Andrew J L Thomson
Regional Director | Directeur Régionale
Fisheries Management Branch | Direction de la gestion des pêches
Pacific Region | Region du Pacifique
Fisheries & Oceans Canada | Pêches et Océans Canada
Suite 200 – 401 Burrard St.

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Vancouver, BC, Canada V6C 3S4
andrew.thomson@dfo-mpo.gc.ca
Telephone | Téléphone 604.666.0751
Facsimile | Télécopieur 250.666.8069
Government of Canada | Gouvernement du Canada

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FW: Request for a model - Jake Shearer

2018-March-18
3:48 PM

Subject	**FW: Request for a model - Jake Shearer**
From	Mezzana, Thierry (EC)
To	Benoy, Nicholas; Herborg, Matthias; Chiang, Eric
Sent	2017-November-28 12:42 PM
Attachments	 ATBJAKESHE ARER3_28...

FYI. Model shapefiles.

From: Khelifa, Ali (EC)
Sent: November 28, 2017 3:30 PM
To: Mezzana, Thierry (EC)
Cc: EC.F EERCMC / EERCMC F.EC; Brown, Carl (EC)
Subject: RE: Request for a model - Jake Shearer

Thierry,

As you just requested it in the phone, modelling results in shapefile attached.

Call me in my BB if you need to reach me in the next hour or so. I am working outside.

Thanks,

Ali

From: Khelifa, Ali (EC)
Sent: November 28, 2017 3:09 PM
To: Mezzana, Thierry (EC)
Cc: EC.F EERCMC / EERCMC F.EC; Brown, Carl (EC)
Subject: RE: Request for a model - Jake Shearer

Bonjour Thierry,

Modelling results attached. Trajectory snapshots are every 6 hours. Please review and let me know if any questions.

Shapefile will follow after you confirmed your ok.

Thanks,

Ali

From: Mezzana, Thierry (EC)
Sent: November 28, 2017 2:24 PM
To: Khelifa, Ali (EC)
Cc: EC.F EERCMC / EERCMC F.EC
Subject: Request for a model - Jake Shearer

Bonjour Ali,

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Nouvelle demande pour un modèle. La position du bateau a changé. Les quantités aussi puisque le risque a changé.

Je t'appelle pour en discuter.

Merci!

Thierry Mezzana

Agent principal, Préparation et intervention, Centre national des urgences environnementales (CNUE)
Direction des activités de protection de l'environnement / Environnement et Changement climatique Canada / Gouvernement du Canada
thierry.mezzana@canada.ca / Tél. : 514-496-8583 / Cell : [redacted] / Urgences 24/7 : 1-866-283-2333

Senior Officer, Preparedness and Response, National Environmental Emergencies Centre (NEEC)
Environmental Protection Operations Directorate / Environment and Climate Change Canada / Government of Canada
thierry.mezzana@canada.ca / Tel: 514-496-8583 / Cell : [redacted] / Emergencies 24/7 : 1-866-283-2333

s.16(2)

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Chang, Raymond

From: CNUE / NEEC (EC) <ec.cnue-neec.ec@canada.ca>
Sent: November-28-17 12:39 PM
To: eu.eep@gov.bc.ca
Cc: Leon-Morales, Roy (EC); Lok, Erika (EC); Schneider, Saul (EC); Norris, Andrea (EC); Benoy, Nicholas; Herborg, Matthias; Chiang, Eric; Brady, Jeff
Subject: Jake Shearer - Tradjectory Model - Norman Morison Bay
Attachments: ATBJAKESHEARER_100MC_DIESEL_CONTINUOUS_TRAJECTORY_18HOURS.jpg; ATBJAKESHEARER_100MC_DIESEL_CONTINUOUS_TRAJECTORY_24HOURS.jpg; ATBJAKESHEARER_100MC_DIESEL_CONTINUOUS_TRAJECTORY_24HOURS.WMV; ATBJAKESHEARER_100MC_DIESEL_CONTINUOUS_MassBalance_24HOURS.jpg; ATBJAKESHEARER_100MC_DIESEL_CONTINUOUS_TRAJECTORY_6HOURS.jpg; ATBJAKESHEARER_100MC_DIESEL_CONTINUOUS_TRAJECTORY_12HOURS.jpg

Importance: High

Hi Dale,

Please find as requested the trajectory model for the Jake Shearer in Norman Morison Bay, BC.

Trajectory snapshots are every 6 hours. As discussed, this is a continuous release of 100000 litres of diesel over 24 hours. You can also find attached the mass balance for diesel.

The model is based on available information and weather forecast. The model may need to be updated as situation evolved.

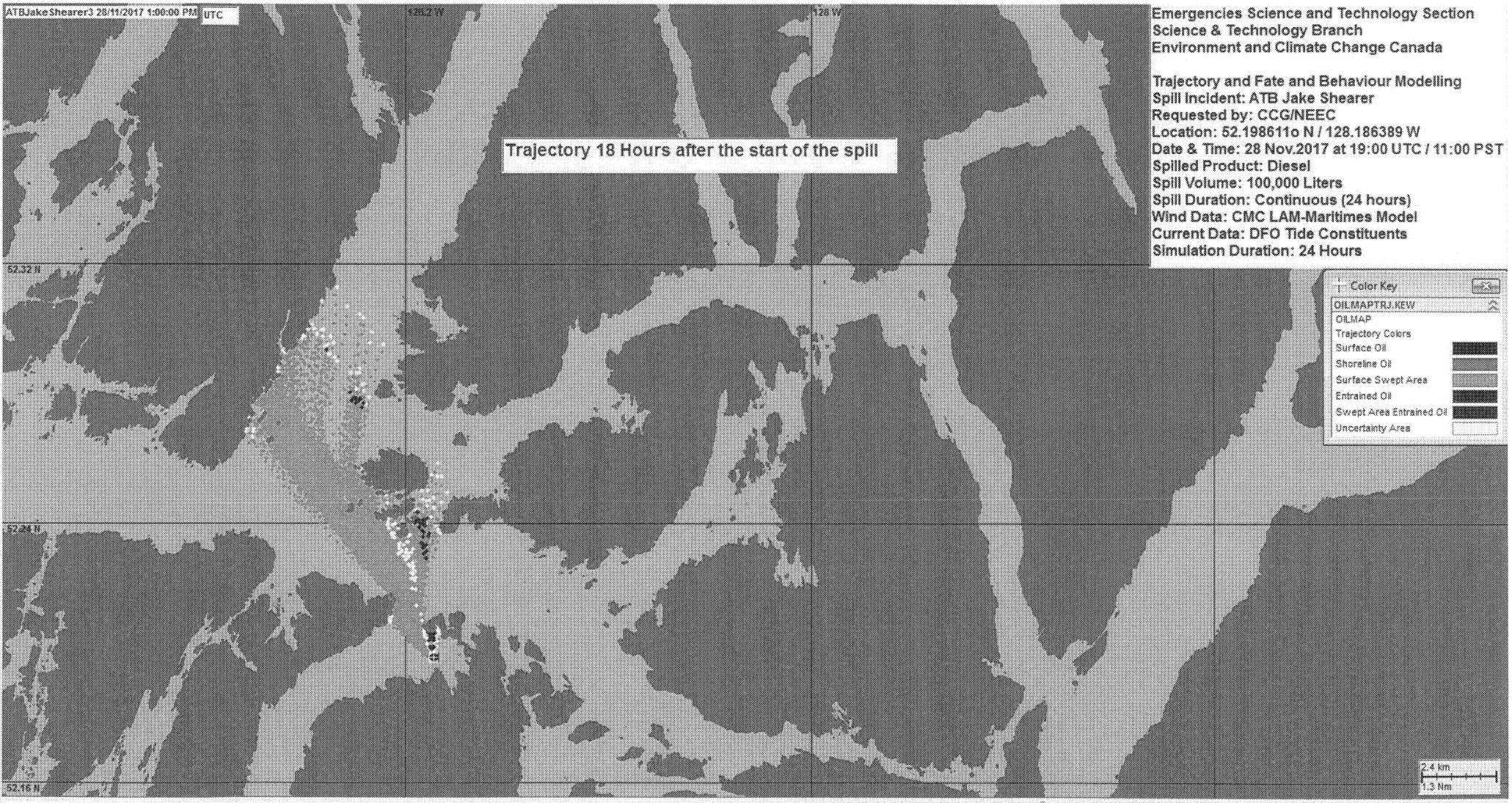
Please review and contact me for any questions.

Thierry Mezzana cell : [redacted]

Agent principal, Préparation et intervention, Centre national des urgences environnementales (CNUE)
Direction des activités de protection de l'environnement / Environnement et Changement climatique Canada / Gouvernement du Canada
thierry.mezzana@canada.ca / Tél. : 514-496-8583 / Cell : [redacted] / Urgences 24/7 : 1-866-283-2333

Senior Officer, Preparedness and Response, National Environmental Emergencies Centre (NEEC)
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thierry.mezzana@canada.ca / Tel: 514-496-8583 / Cell : [redacted] / Emergencies 24/7 : 1-866-283-2333

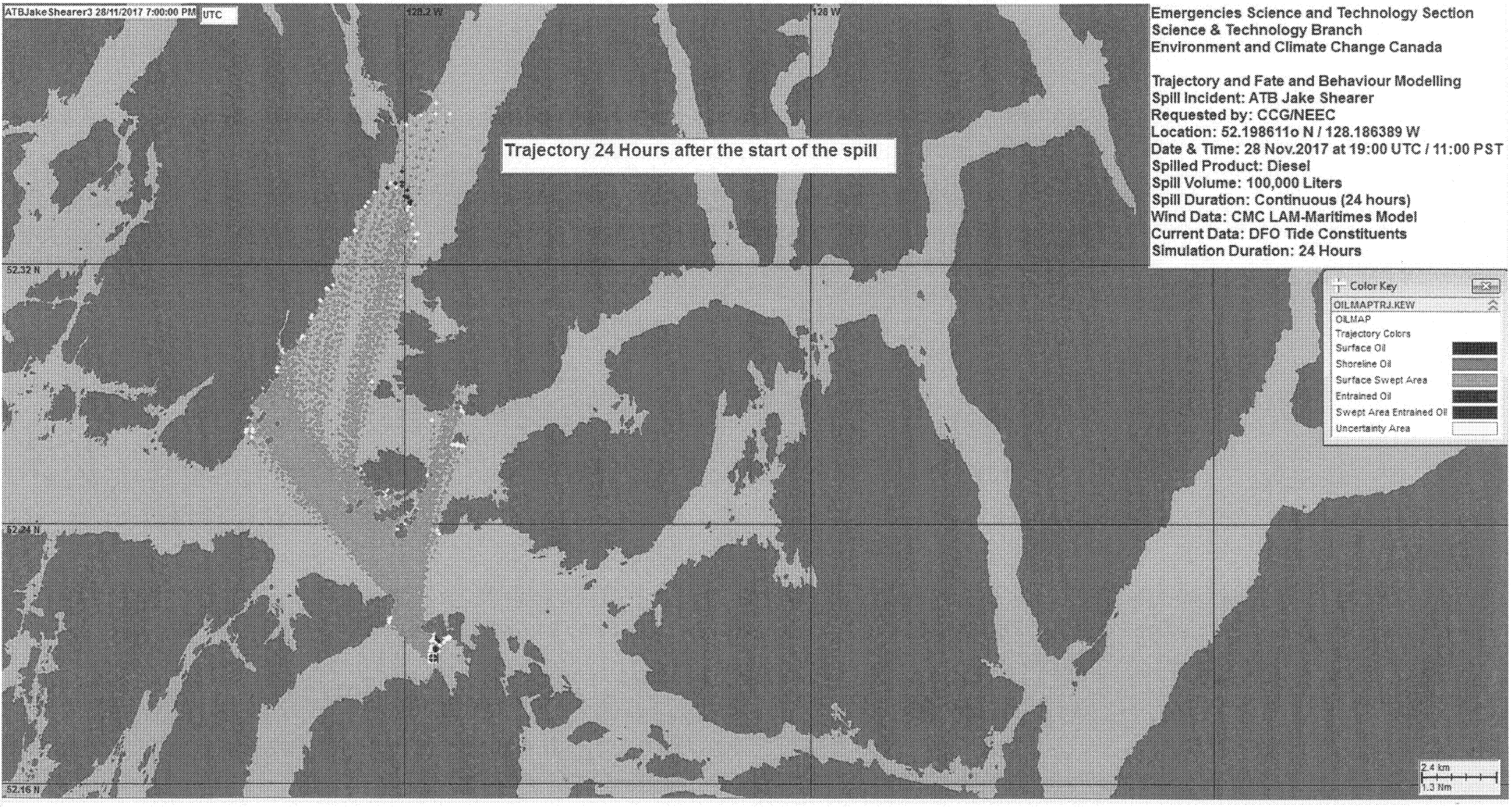
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Science & Technology Branch
Environment and Climate Change Canada

Trajectory and Fate and Behaviour Modelling
Spill Incident: ATB Jake Shearer
Requested by: CCG/NEEC
Location: 52.198611o N / 128.186389 W
Date & Time: 28 Nov.2017 at 19:00 UTC / 11:00 PST
Spilled Product: Diesel
Spill Volume: 100,000 Liters
Spill Duration: Continuous (24 hours)
Wind Data: CMC LAM-Maritimes Model
Current Data: DFO Tide Constituents
Simulation Duration: 24 Hours

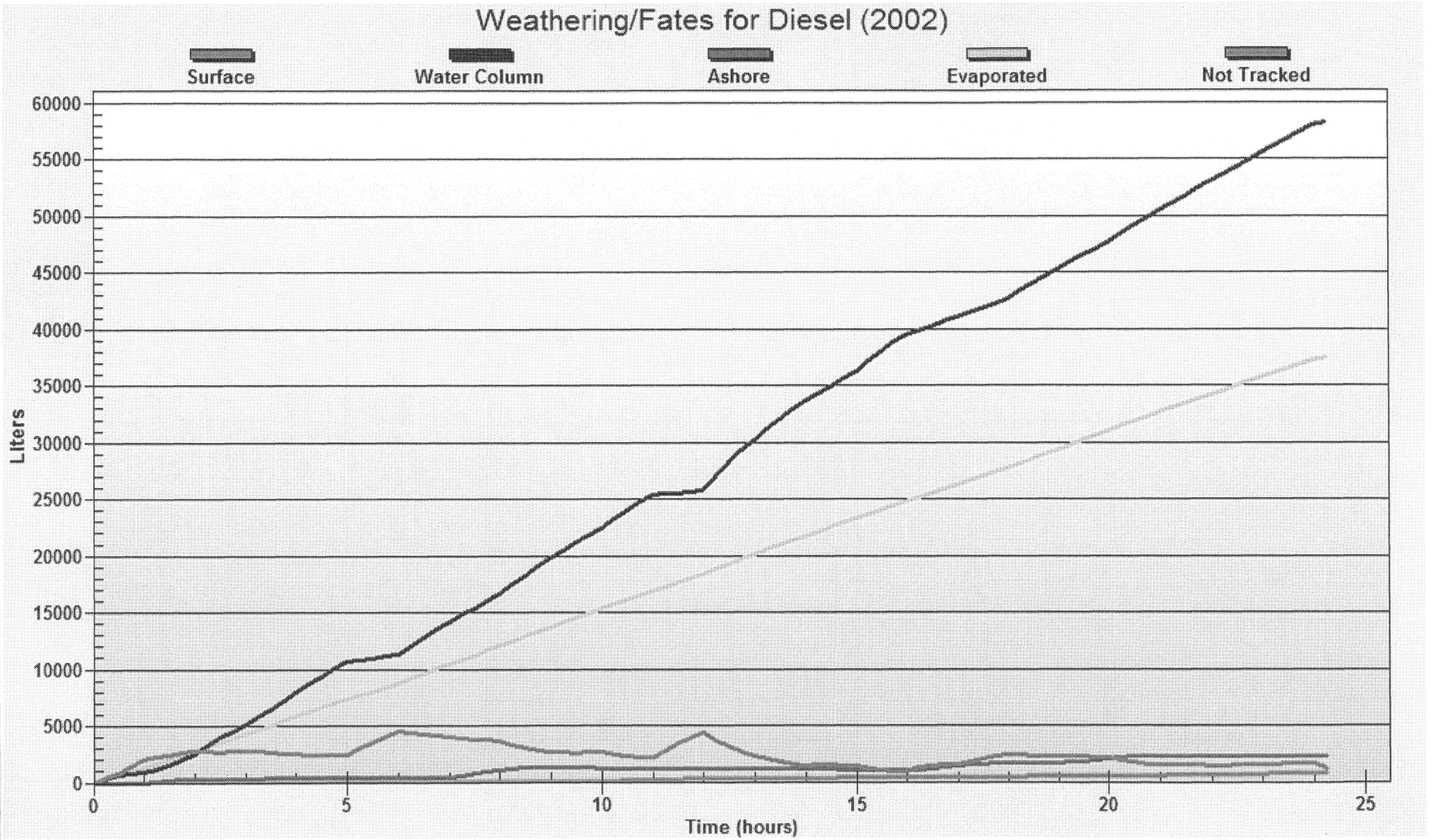
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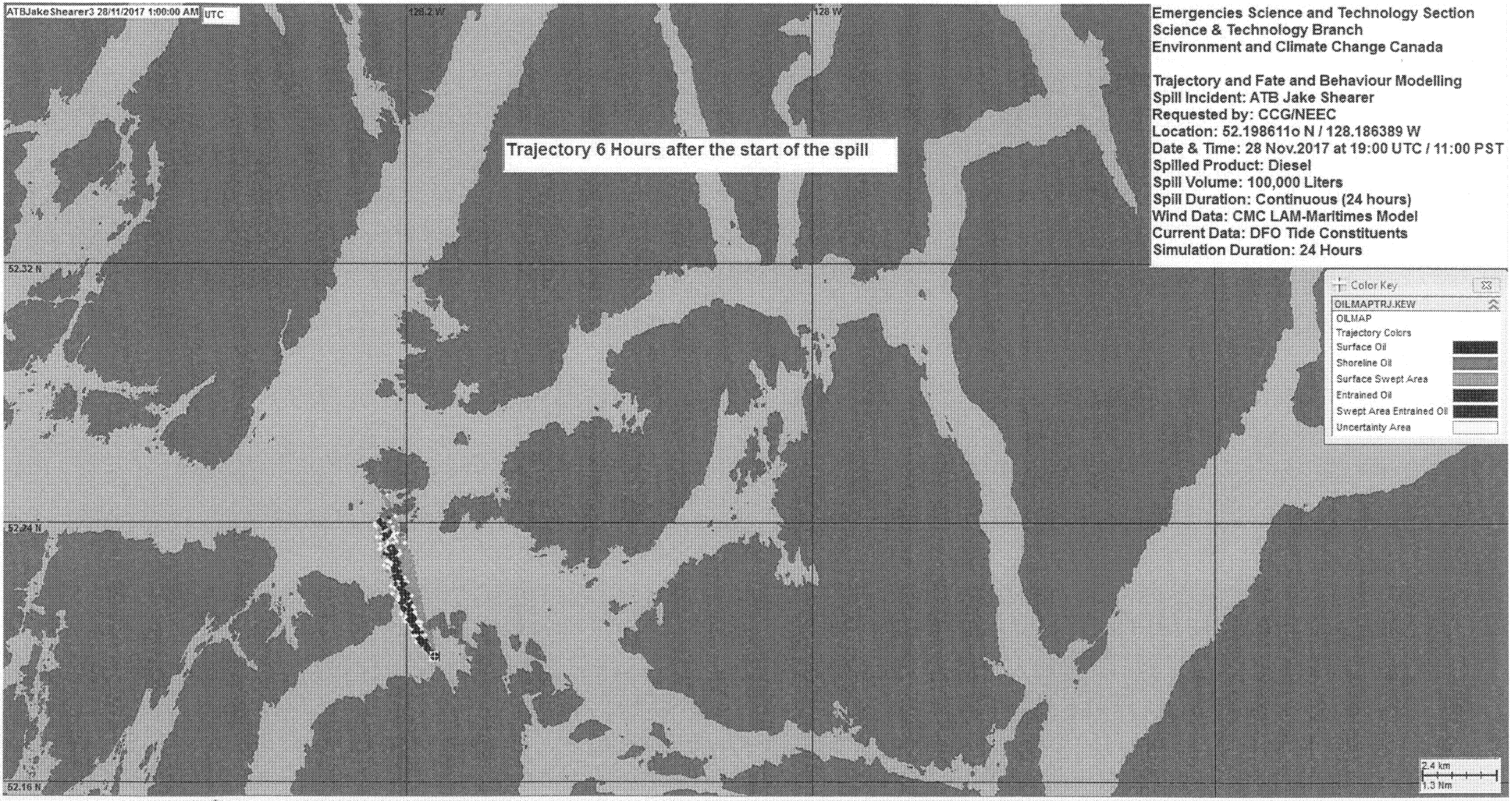
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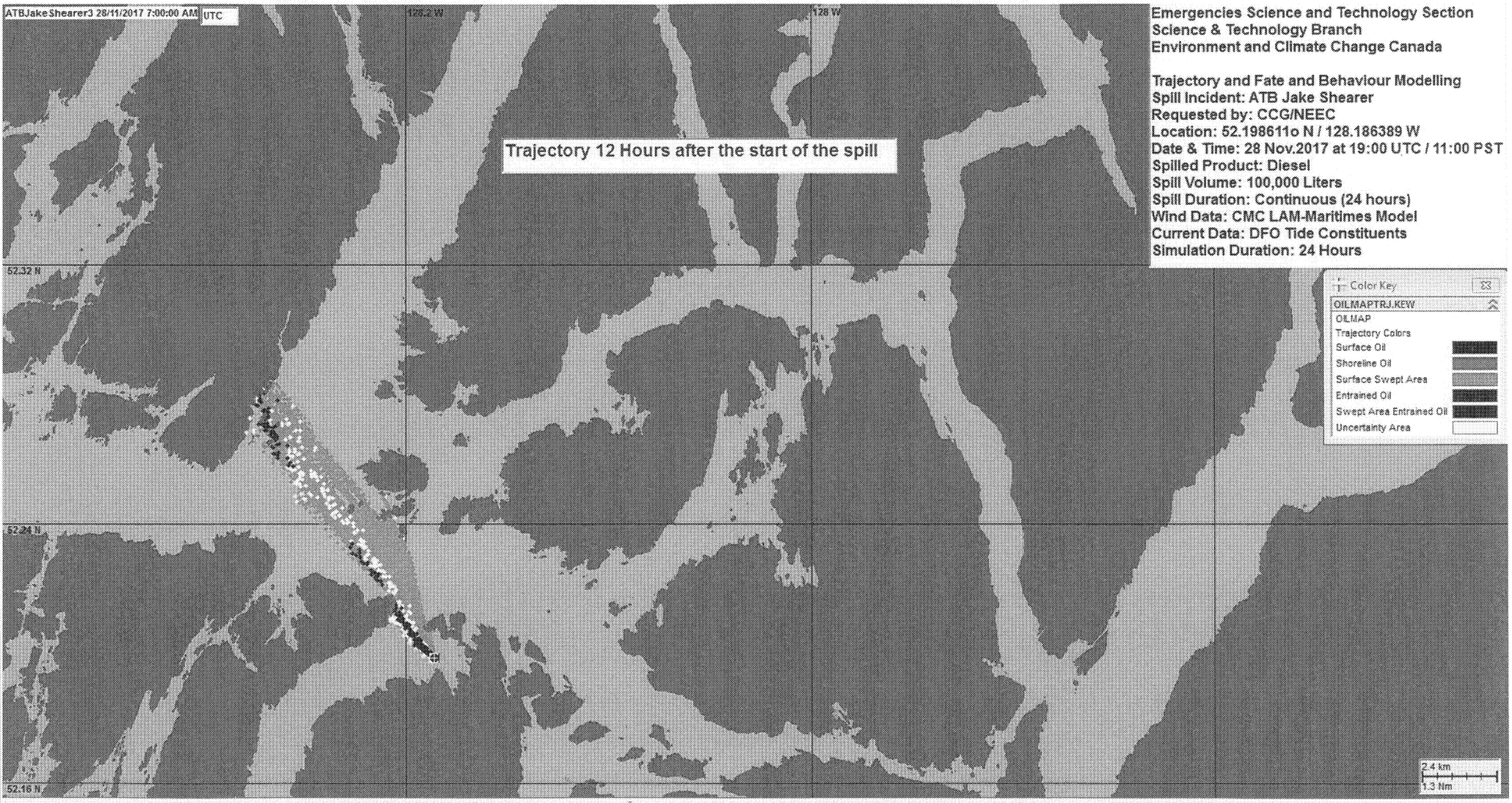
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Emergencies Science and Technology Section
Science & Technology Branch
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Science & Technology Branch
Environment and Climate Change Canada

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Current Data: DFO Tide Constituents
Simulation Duration: 24 Hours

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Jake Shearer Incident Map
Commercial Fisheries

Fishery Category	Fishery Name	Present in spill zone?
Groundfish	Halibut	Yes
	Halibut Sabelfish Combo	Yes
	Lingcod	Yes
	Rockfish Inside	No
	Rockfish Outside	Yes
	Sablefish	Yes
Shellfish	Shrimp Trawl	Yes
	Sea Cucumber	Yes
	Scallop Trawl	No
	Red Sea Urchin	Yes
	Octopus	No
	Green Sea Urchin	No
	Geoduck	Yes
	Euphausiid	No
	Prawn	Yes
	Crab	No
Pellagics	Tuna	Yes
	Herring - Roe and Test	Yes
	Herring - Spawn on Kelp	Yes
	Herring - Food and Bait and Sp	Yes
	Sardine	Yes
Salmon	Gillnet (Salmon)	Yes
	Seine (Salmon)	Yes
	Troll (Salmon)	Yes

Features of Interest

Jake Shearer Location (Nov 28th 2017 @ 07:40)

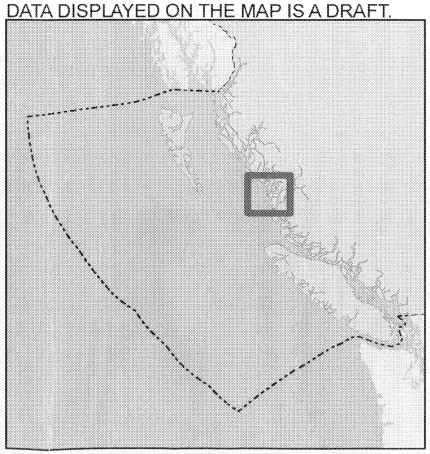
N

0 5 10 20 km

Created by: DFO Oceans Pacific
Date: 28/11/2017

THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR NAVIGATION.

DATA DISPLAYED ON THE MAP IS A DRAFT.



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Joy, Nickolas

From: McNish, Joanne
Sent: November-28-17 10:21 PM
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: s.19(1) s.21(1)(b) Re: Update to Jake Shearer incident

Thx

Sent by BB

From: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO)
Sent: Tuesday, November 28, 2017 9:35 PM
To: McNish, Joanne
Cc: ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: Update to Jake Shearer incident

Briefly spoke to TC inspector, [redacted] noted the following

TC noted a few defects.

Classification society arriving tomorrow

Divers also arriving tomorrow

ROC1 sending update to ICP and IM director

Sent from my BlackBerry 10 smartphone on the Rogers network.

s.16(2)

s.19(1)

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D'sa, Leslie

Subject: FW: TELE CONFERENCE - JAKE SHEARER REQUEST ATTENDANCE AT 1600 PDT, NOV. 27

Start: Tue 11/28/2017 5:00 PM
End: Tue 11/28/2017 5:30 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: ROC1 / COR1 (DFO/MPO)

-----Original Appointment-----
From: ROC1 / COR1 (DFO/MPO)
Sent: November-28-17 12:47 PM
To: ROC1 / COR1 (DFO/MPO); Wootton, Brian; Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody; Imbeau, Michelle; JRCC Victoria / CCCS Victoria (DFO/MPO); [redacted] NCC / CCN (DFO/MPO); Admin_NCC / Admin_CCN (DFO/MPO); Ivany, Gary; Israr Waheed; Girouard, Roger; De Rainville, David; Bate, Dan; 'rod.pick@rcmp-grc.gc.ca'; 'Whitelaw, Tywana'; Girouard, Louise; 'CCGS Gordon Reid (ReidWH@grd.ccgs-ngcc.gc.ca)'; Chiang, Eric; 'CCGS Bartlett'; Statham, Art; 'CCGS-NGCC, GordonReid Chief Officer'; [redacted] Cottrell, Paul; Sanderson, Leslie; Chris Omalley; Harris, Piper; [redacted]; Alvaro, Tanya; Pelletier, Mario; Lockhart, Tara; Justice, Robert; Moss, Derek; Hunt, Christina P; Lebel, Mathieu; Thomson, Andrew; Olson, Kathleen; Wells, William; Parisien, Renée; Mougeot, Alyssa; Linda.Pillsworth@fnha.ca; Gethsemane.Luttrell@fnha.ca
Subject: TELE CONFERENCE - JAKE SHEARER REQUEST ATTENDANCE AT 1600 PDT, NOV. 27
When: November-28-17 5:00 PM-5:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where:

Please note the teleconference is pushed back to 1700 PST

You are requested to attend a teleconference at 1700 PST November 28, 2017 regarding the 'Jake Shearer.'

Please dial 1-877-413-4781 and use conference ID [redacted] when prompted.

Please respond to this email to confirm you are able to attend.

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D'sa, Leslie

From: Murdock, Philip
Sent: Tuesday, November 28, 2017 4:20 PM
To: Angie.Poss@gov.bc.ca
Subject: FW: On the 'Jake Shearer' Situation

FYI

From: Girouard, Roger
Sent: November-28-17 3:33 PM
To:
Subject: FW: On the 'Jake Shearer' Situation

This just in. Good news.

From: Marilyn Slett [mailto:marilyn.slett@heiltsuk.ca]
Sent: Tuesday, November 28, 2017 3:29 PM
To: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Subject: Re: On the 'Jake Shearer' Situation

Hi Roger,

We have reached an agreement with Harley Marine for a Heiltsuk observer during the inspection Randy Carpenter, Heiltsuk Guardian Watchman will be observing on behalf of Heiltsuk.

Marilyn Slett
Chief Councillor
Heiltsuk Tribal Council

On Nov 28, 2017, at 6:21 PM, Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca> wrote:

> I am connecting with TC to bring them in on the legal aspect of this.
> I will reply soonest.
> Roger
>
> **From:** Marilyn Slett [mailto:marilyn.slett@heiltsuk.ca]
> **Sent:** Tuesday, November 28, 2017 2:51 PM
> **To:** Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
> **Subject:** Re: On the 'Jake Shearer' Situation
>
> Dear Roger,
>
> My understanding is that under the *Shipping Act*, the Minister of Transport can appoint Marine Safety Inspectors and others. The scope of the inspection would include machinery, equipment, pollution

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protection, protection of the marine environment and inspection of cargo. Both a Marine Safety Inspector may be appointed and any other person who is qualified to carry out an inspection.

Practically, this means:

1. There is no prohibition under the Act for a Marine Safety Inspector to bring an observer or an assistant. This means that the Marine Safety Inspector could bring a Heiltsuk member to observe or to take notes.
2. There is the power for the Ministry to authorize a person to carry out an inspection. This means that a Heiltsuk member could accompany a Marine Safety Inspector. This member could be, in effect, making observations as the carrying out of an inspection takes place. Our mariners are qualified in that they have knowledge and experience with vessels such as this one.

Also, we see no reason why a term of the inspection could not be set by the Marine Safety Inspector that a member of the Nation attend merely to observe. This is a reasonable term given that the vessel is in Heiltsuk's territorial waters and the whole community is watching (on water and on land) with deep concern about the integrity of the vessels.

This is an important issue for the Heiltsuk Nation. There must be some practical means by which a member of the Nation can observe the inspection.

Respectfully

Marilyn Slett

Chief Councillor

Heiltsuk Tribal Council

[redacted]

On Nov 28, 2017, at 4:48 PM, Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca> wrote:

> Chief Slett,
> My team has advised that a blockade has been set up at the anchorage.
> I think it would be useful if we talked.
> Roger
>
> **Roger Girouard**
> Assistant Commissioner | Commissaire adjoint
> Assistant Commissioner's Office | Bureau du commissaire adjoint
> Canadian Coast Guard, Western Region | Garde côtière canadienne, Région de l'Ouest
> 25 Huron St, Victoria BC V8V 4V9 | 25, rue Huron, Victoria (C.-B.) V8V 4V9
> Government of Canada | Gouvernement du Canada

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roger.girouard@dfo-mpo.gc.ca
Telephone | Téléphone 250-480-2765

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Dait, Haydee

From: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Sent: 2017–November-28 7:48 AM
To: Girouard, Roger; Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Main Ops Officer / Agent principal des Ops (DFO/MPO); Evans, Clay; Statham, Art; Murdock, Philip; Jourdenais, Marc; Brady, Jeff; Heap, David; McCann, Timothy (timothy.mccann@tc.gc.ca); Pickrell, Susan; Hughes, Sarah
Cc: NCC / CCN (DFO/MPO)
Subject: AMENDED REGIONAL ORDER: Jake Shearer Nov. 28th.docx
Attachments: Jake Shearer Nov. 28th.docx

Importance: High

FOR ACTION: JEFF BRADY

FOR SA: ALL OTHERS

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

CANADIAN COAST GUARD WESTERN REGION

1. REGIONAL ORDER: Towing Vessel Jake Shearer	
2. FROM: RIMT	**3. TO: SUPERINTENDENT ER**
	4. COPY: NCC, RMB,

5. SITUATION ASSESSMENT

A) TRANSFER OF COMMAND COMPLETED FROM SRR LEAD TO AC WESTERN NOV. 27 1515PST
B) TUG EARL W REDD UNDERWAY OFF SONTULA, BOUND FOR NORMAN MORRISON BAY, ETA NOV. 29 0430PST (To relieve Jake Shearer – subject to Transport Canada MS approvals)
C) BARGE ZIDEL 277 ANCHORED NORMAN MORRISON BAY WITH TUG JAKE SHEARER. JAKE SHEARER PRECUATIONARILY BOOMED. CCGS GORDON REID STANDING BY RUNNING COURSES SEAFORTH CHANNEL.
D) ROC (W) SERVING as EOC / 24/7 IN SUPPORT OF ICP AND NCC
E) AC TASKING ER PROGRAM TO INCIDENT COMMAND ROLE FOR RESPONSE TO POTENTIAL POLLUTION FROM BARGE ZIDEL 277.
F) ICP ACTIVATED IN PORT HARDY FIRE RESCUE STATION; UNIFED COMMAND ESTABLISHED COMPRISED OF HARLEY MARINE, HEILTSUK NATION, CCG, MOE
G) NCC & MULTI-AGENCY COORDINATION COMMS SCHEDULE IN FORCE.

6. DIRECTION (INCLUDING DESIRED OUTCOMES)

MR. JEFF BRADY TO ASSUME IC on behalf of ER PROGRAM. (LEAD FEDERAL AGENCY AUTHORITY)

a) Facilitate Unified Command integration with BCMOE, Harley Marine Services, and Heiltsuk Nation – location at UC discretion Port Hardy.
b) Establish FOB in Bella Bella – constituted at minimum one ER personnel (compliment to be assessed as requirements dictate)
c) Establish 24 hour operational periods – assess pollution threat associated with Barge Zidel 277 and tug Jake Shearer; mitigate risk where appropriate.
d) Support Transport Canada assessment of Tug and Barge.
e) Support transportation of UC membership as assessed safe to do so (to/from FOB AOR)
f) Assess requirement for Environmental Unit – ready source agencies and gather preliminary sensitivity data.
g) Employ "Unified" communications strategy amongst UC leads – EOC to provide Communications support

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7. REPORTING REQUIREMENTS

08:00 and 16:00 coordination call participation; Report CIR's real-time to EOC
CIR's: Injuries/fatalities; change of tug or barge status respecting release of pollutants; weather impacts to operations;

8. SIGNATURE OF ASSISTANT COMMISSIONER OR DELEGATE

SIGNATURE

DATE

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Directions for completing a Regional Order

1. REGIONAL ORDER	Enter the name / number of the incident
2. FROM	Enter the name of the CCG Assistant Commissioner or delegate issuing the order
3. TO	Enter the name of the Incident Commander who is the recipient of the order
4. COPY	Enter the name of the person or organization who is to receive an information copy of the order
5. SITUATION ASSESSMENT	Provide a situation assessment of the incident from the Assistant Commissioner or delegate issuing the order. It should detail his/her perspective of the event (for example, an assessment of the impact of the incident on CCG resources and operations).
6. DIRECTION (INCLUDING DESIRED OUTCOMES)	Provide direction on the desired outcomes of the Assistant Commissioner or delegate issuing the order. This could include timelines, constraints and restraints, and Regional level requirements. All, or some, of the following elements should be included as appropriate: • CCG role *(primary or supporting agency)* • Other Departments/Agencies involvement *(if required)* • Regional priorities • Public information and communications strategy • Legal authorities/restrictions • Financial authorities/restrictions • Safety considerations
7. REPORTING REQUIREMENTS	Specify the reporting requirements of the CCG Assistant Commissioner or delegate issuing the order including: • Critical Information Requirements (CIRs) • Situation reports *(in accordance with annex G of the National Incident Notification Procedure)* • Frequency/time
8. SIGNATURE OF ASSISTANT COMMISSIONER OR DELEGATE	Signature of the Assistant Commissioner or delegate issuing the order.

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Dait, Haydee

From: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Sent: 2017–November-28 7:31 AM
To: Girouard, Roger; Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Main Ops Officer / Agent principal des Ops (DFO/MPO); Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Evans, Clay; Statham, Art; Murdock, Philip; Jourdenais, Marc; Brady, Jeff; Heap, David; McCann, Timothy (timothy.mccann@tc.gc.ca); Pickrell, Susan; Hughes, Sarah
Cc: NCC / CCN (DFO/MPO)
Subject: REGIONAL ORDER: Jake Shearer Nov. 28th.docx
Attachments: Jake Shearer Nov. 28th.docx
Attachments provided elsewhere

FOR ACTION JEFF BRADY

FOR SA ALL OTHERS

Pages 892 to / à 894

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Dait, Haydee

From: Kervel, John ENV:EX <John.Kervel@gov.bc.ca>
Sent: 2017–November-28 9:24 AM
To: Brady, Jeff
Subject: DRAFT UC requests and updates.

Follow Up Flag: Follow up
Flag Status: Completed

Port Hardy ICP has established Unified Command at 8:30 hours.

Unified Command

* Transport Canada upon arrival will attempt to conduct the vessel inspections today.
* CCG is developing a transit plan to bring TC out to Norman Morrison Bay to complete their inspections.

Environmental Unit

* Environmental Unit is meeting to discuss the ICS 232 at 8:30 hours it is anticipated that the ICS 232 for Norman Morrison Bay will be completed at ~ 12:00 hours. The members who are on that EU Team are the Heiltsuk, CCG, BC MOECCS and the RP Harley Marine.
* EU advised that the situation was not reassessed from Goose Island to Norman Morrison Bay.
* EU requested from the RP the Mass Balance analysis and subsequent burn rate from the Jake Shearer.

Harley Marine

* The RP has been requested by UC to provide in writing their SitRep. Mass Balance analysis, Burn rate ending at Norman Morrison Bay.
* Inspection notes related to the ingress of seawater into the fuel tank (which fuel tank).
* Dive team: ETA, Inspection findings.

Bella Bella Liaison group:

* Heiltsuk [redacted]
* CCG Tyler Yager
* BC MOECCS Zach Scher

John Kervel, Environmental Emergency Response Officer | Environmental Emergency Program | Environmental Protection Division | Ph. 604-582-5376

s.16(2)
s.19(1)
s.21(1)(b)

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-28 10:39 AM
To: [redacted]
Cc: Wootton, Brian
Subject: FW: TC inspections

[redacted]

Please see communications to Heiltsuk, from the Canadian Coast Guard, regarding the upcoming inspection.

Jeff Brady
Deputy Superintendent, Environmental Response Canadian Coast Guard Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale Garde côtière canadienne Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

-----Original Message-----
From: Wootton, Brian
Sent: November-28-17 10:34 AM
To: [redacted] Brady, Jeff; Murdock, Philip; John.Kervel@gov.bc.ca
Cc: Whitelaw, Tywana
Subject: RE: TC inspections

Good morning [redacted]

Here's what I've found out so far this morning:

1) I understand that Transport Canada plans to conduct a 'Port State Control' inspection of both the tug and barge. This is in contrast to initiating an official investigation for prosecution purposes. They do have a provision in their regulations to bring an observer on a Port State inspection - but due to International conventions the Ship Owner must consent to anyone other than the regulator being a part of such an inspection. I understand that a discussion between Harley Marine and Transport will occur about this very issue this morning.

2) To be clear neither the Canadian Coast Guard nor our "Unified Command" group have the authority to direct a shared inspection routine as such. What we can do is encourage the owner and Transport to facilitate - which CCG has done with both parties this morning.

3) One of the challenges for the Ship-owner and Transport may be that an "inspection" could turn into an investigation at some point during the walk-through of the vessels. If the inspectors switch to investigation mode I understand that the 'observer' piece of the exercise would have to end. [redacted]

4) All that to say that I think the conversation that needs to happen now would be between yourself [redacted] and Terri Whitelaw (she is the Associate Director of Marine Safety & Security for TC in this region). Her cellular number is [redacted]

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5) I will ask Philip to arrange a call between UC for midday - we can cover some of what I've laid down here and update on days activity between EOC and ICP...JEFF BRADY - please provide a copy of this exchange to the Harley Marine Incident Commander in Port Hardy. (I don't have his email)

6) Terri: [redacted] is the Heiltsuk Council representative in this incident [redacted] is based out of the Heiltsuk Tribal Council offices in Bella Bella and the Nation also has a representative at the Port Hardy ICP.

Brian

Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents Garde côtière canadienne Pêches et Océans Canada / Gouvernement du Canada Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

-----Original Message-----
From: [redacted]
Sent: Tuesday, November 28, 2017 10:00 AM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; John.Kervel@gov.bc.ca
Subject: TC inspections

Good morning,

Just following up, will we be having a call regarding the upcoming TC inspections? 1 pm is creeping up. Thanks.

[redacted]

s.16(2)
s.19(1)

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Dait, Haydee

From: [redacted]
Sent: 2017–November-28 10:58 AM
To: Wootton, Brian
Cc: Brady, Jeff; Murdock, Philip; John.Kervel@gov.bc.ca; Whitelaw, Tywana
Subject: Re: TC inspections

Thanks Brian, I have spoke Terri and got things clarified with her. We understand that it is ok for Heiltsuk to observe the inspection, but if it turns to an investigation, we would have to leave the scene.

So, the outstanding issue is permission from Harley Marine to board the vessel, so we'll stand by for that boxing match when they are ready to discuss this.

Thanks

[redacted]

> On Nov 28, 2017, at 10:34 AM, Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca> wrote:
>
> Good morning [redacted]
>
> Here's what I've found out so far this morning:
>
> 1) I understand that Transport Canada plans to conduct a 'Port State Control' inspection of both the tug and barge. This is in contrast to initiating an official investigation for prosecution purposes. They do have a provision in their regulations to bring an observer on a Port State inspection - but due to International conventions the Ship Owner must consent to anyone other than the regulator being a part of such an inspection. I understand that a discussion between Harley Marine and Transport will occur about this very issue this morning.
>
> 2) To be clear neither the Canadian Coast Guard nor our "Unified Command" group have the authority to direct a shared inspection routine as such. What we can do is encourage the owner and Transport to facilitate - which CCG has done with both parties this morning.
>
> 3) One of the challenges for the Ship-owner and Transport may be that an "inspection" could turn into an investigation at some point during the walk-through of the vessels. If the inspectors switch to investigation mode I understand that the 'observer' piece of the exercise would have to end. That said I would like Heiltsuk to have the whole regime explained by the experts at TC versus from yours truly!
>
> 4) All that to say that I think the conversation that needs to happen now would be between yourself William and Terri Whitelaw (she is the Associate Director of Marine Safety & Security for TC in this region). Her cellular number is [redacted]
>
> 5) I will ask Philip to arrange a call between UC for midday - we can
> cover some of what I've laid down here and update on days activity
> between EOC and ICP...JEFF BRADY - please provide a copy of this
> exchange to the Harley Marine Incident Commander in Port Hardy. (I
> don't have his email)

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>
> 6) Terri: [redacted] is the Heiltsuk Council representative in this incident [redacted] is based out of the Heiltsuk Tribal Council offices in Bella Bella and the Nation also has a representative at the Port Hardy ICP.
>
> Brian
>
>
> Brian Wootton
>
> Regional Director, Incident Management Canadian Coast Guard (W)
> Fisheries & Oceans Canada / Government of Canada
> Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711
>
> Directeur régional, Gestion des incidents Garde côtière canadienne
> Pêches et Océans Canada / Gouvernement du Canada
> Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711
>
>
>
>
>
>
> -----Original Message-----
> From: [redacted]
> Sent: Tuesday, November 28, 2017 10:00 AM
> To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Brady, Jeff
> <Jeff.Brady@dfo-mpo.gc.ca>; Murdock, Philip
> <Philip.Murdock@dfo-mpo.gc.ca>; John.Kervel@gov.bc.ca
> Subject: TC inspections
>
> Good morning,
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> Just following up, will we be having a call regarding the upcoming TC inspections? 1 pm is creeping up. Thanks.
>
>
>
>

s.16(2)
s.19(1)
s.21(1)(b)
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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-28 10:40 AM
To: [redacted]
Subject: FW: TC inspections

Megan,

I believe this summarizes what we recently discussed. I'll wait to see what [redacted] and Terri discuss.

Jeff Brady
Deputy Superintendent, Environmental Response Canadian Coast Guard Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale Garde côtière canadienne Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852 -----Original Message-----
From: Wootton, Brian
Sent: November-28-17 10:34 AM
To: [redacted] Brady, Jeff; Murdock, Philip; John.Kervel@gov.bc.ca
Cc: Whitelaw, Tywana
Subject: RE: TC inspections

Good morning [redacted]

Here's what I've found out so far this morning:

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6) Terri: [redacted] is the Heiltsuk Council representative in this incident [redacted] is based out of the Heiltsuk Tribal Council offices in Bella Bella and the Nation also has a representative at the Port Hardy ICP.

Brian

Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents Garde côtière canadienne Pêches et Océans Canada / Gouvernement du Canada Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

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Subject: TC inspections

Good morning,

Just following up, will we be having a call regarding the upcoming TC inspections? 1 pm is creeping up. Thanks.

[redacted]

s.16(2)
s.19(1)
s.21(1)(b)

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-28 11:04 AM
To: CCGS-NGCC, GordonReid Wheelhouse (ReidWH@ccgs-ngcc.gc.ca)
Subject: FW: TC inspections

FYI

Jeff

-----Original Message-----
From: Wootton, Brian
Sent: November-28-17 10:34 AM
To: [redacted] Brady, Jeff; Murdock, Philip; John.Kervel@gov.bc.ca
Cc: Whitelaw, Tywana
Subject: RE: TC inspections

Good morning [redacted]

Here's what I've found out so far this morning:

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Brian

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Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents Garde côtière canadienne Pêches et Océans Canada / Gouvernement du Canada Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

-----Original Message-----
From: [redacted]
Sent: Tuesday, November 28, 2017 10:00 AM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; John.Kervel@gov.bc.ca
Subject: TC inspections

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[redacted]

s.16(2)

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Dait, Haydee

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: 2017–November-28 11:37 AM
To: Brady, Jeff; Martens, Michael
Cc: McNish, Joanne; Wootton, Brian; Murdock, Philip
Subject: CG Helo Support for Jake Shearer

The EOC and Coast Guard will support flying the owner of Harley Marine to Bella Bella to engage in continued support of Unified Command and to maintain the discussion with the Heiltsuk in Bella Bella.

This has been approved by B. Wootton and J. McNish.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

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Dait, Haydee

From: [redacted]
Sent: 2017–November-28 11:55 AM
To: john.kervel@gov.bc.ca; Brady, Jeff; [redacted]
Subject: ICS 201 w. Objectives
Attachments: ICS 201.pdf

[redacted]

Email: [redacted]
Direct:
Fax:

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation •

This message is confidential. It may also be privileged or otherwise protected by work product immunity or other legal rules. If you have received it by mistake, please let us know by e-mail reply and delete it from your system; you may not copy this message or disclose its contents to anyone. Please send us by fax any message containing deadlines as incoming e-mails are not screened for response deadlines. The integrity and security of this message cannot be guaranteed on the Internet.

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s.19(1)

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Initial Spill Details Barge broken free of its tug. Anchored apx. 4 "cables" from the rocks sou

Date of call: 26/11/2017	Time of call: 18:49	Call Received by: [redacted]

Caller reporting Spill: [redacted] Authorized Company Rep:

Has caller notified CCG/other authorities? 604-666-6011 [x] Yes [ ] No

Callers' contact info: (land, cell, fax, email): [redacted]

My contact numbers are: (land, cell, fax):

Company or ship reporting spill: Harley Marine WCMRC Answering Service: 604-643-8031

[ ] Member [■] Non-Member

For Non-Members a 3rd Party Agreement is required (explain): yes - signed

Location of Spill: Goose Island - 1 mile south

Product Spilled:

Source Controlled?: [ ] Yes [x] No Estimate quantity spilled:

Risk of further spill? [x] Yes [ ] No If yes, quantity? 4 million liters - gas/diesel

Preliminary Health and Safety Assessment (response will only be initiated after health and safety issues are resolved)	Yes	No
Product		
Is the spilled material on the MARPOL 73/78, Annex 1 (see reference section on the last page of this document)		
Is the Material Safety Data Sheet (MSDS) available for inspection? If not, obtain one. If yes, how will it be circulated?	x	
Does the MSDS require gas testing? If so, it must be in place before personnel respond	x	
Does the MSDS require PPE? If so, PPE must be available before personnel respond Yes		
Operating Environment		
[ ] On Water, Sheltered [■] On water, unsheltered [ ] On shore Is it safe to respond?	x	
Are there any site specific safety considerations/rules? Please list:		
Are there any public areas (including land and waterways) that need to be closed? Please list:		
Weather Conditions		
What are the current weather conditions (temperature, wind, rain, snow, etc) Rain, 4 degrees C, wind 15-20 SW Safe to respond?	x	
Marine Conditions 3.5 meter swells		
What are the prevailing marine conditions: wave height tides Safe to respond?		

Problem (any response initiated)

Pin linking tug to barge broke. Tug unable to take it under tow. WCMRC requested to be activated by RP.

s.16(2)
s.19(1)

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Notifications

Names or Responders/Organizations called in: may include WCMRC, FOSET, Advisors, Contracts, Agencies (Coast Guard, Transport Canada, Environment Canada, BC MELP, PEP, Harbour Master, Municipality)

Name	Organization	Contact Numbers
Phil Murdock	CCG	[redacted]
Jeff Brady	CCG	604-816-7432
[redacted]	CCG	[redacted]

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Map/Sketch

(include maps drawn here or attached, showing the total area of operations, the incident site/area, overflight results, trajectories, Impacted shorelines, or other graphics depicting situational and response status)

s.16(2)
s.19(1)
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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Initial Incident Objectives

Ensure safety of response personnel and public.
Control the potential source.
Manage an organized response effort.
Identify environmental sensitivities/risks, and maximize environmental protection needs.
Mitigate economic and social impacts.
Keep stakeholders and public apprised of pertinent updates, and in so doing manage their expectations.

Summary of Current Actions

Time	Action/Note
17:46	Received Call from NC Area Manager - Developing situation with Tug Jake Shearer
17:58	nformed forwarded SITREP from CCG showing location
18:08	Director Ops Sends Warning Email to All WCMRC Personnel of Developing Situation.
18:48	Stericycle Message - Call from at Harley Marine
18:53	Report from Philip Murdoch at CCG that Barge is anchored, about 1 Mile South of Goose Island
18:50	Duty Officer - passes call back responsibility to
18:53	Establishes contact with from Harley Marine - WCMRC Activated
19:30	Incident Command personnel summoned to SC warehouse base
20:08	Third Party Agreement and Work Order 01 Sent to
20:10	Join conversation/communication call. BC MOE and duty officer waiting for confirmation that they are involved. BC MOE up and running. Mobilize to Port Hardy.
20:15	Notify George Armstrong TC trajectory has been requested to ECCC
20:23	- call into Sit Cell TC. 23:00 next coordination call 4 million liters of diesel and gas
20:37	Penman mobilized to Port Hardy (master), (mate), (eng.), (deck)
20:45	Gil Sentinel, Kaien Sentinel, Eagle Bay & Current Buster mobilized
20:50	NEEC called requesting trajectory information
21:30	Trailer 202, 710, decon trailer, 3 equip trailers activated
22:30	Eagle bay departs
22:57	Trajectory model recieved
23:00	Update conference call. Anchor holding fast. Vessel still not under tow
23:28	Barge/Tug activated for tomorrow morning
00:02	WCMRC staff arrives in Port Hardy
01:00	Incident command personnel leaves SC Warehouse for the night

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Initial Incident Objectives

Summary of Current Actions

Time	Action/Note
02:30	Wainwright barge dispatched with response trailers (5000' Boom, Kepner Boom, Response trailer, Command trailer)
06:00	[redacted] return to SC warehouse
07:00	Additional incident command personnel back at SC warehouse
07:15	WCMRC coordination call for Spill 17-S-0011 prior to the call with CCG
08:00	Conference call meeting with CCG for updates
09:00	SC relief crew leaves warehouse for airport
09:45	SC relief crew arrive at airport
10:07	Notified via email that barge is currently under tow
10:20	SC crew stood down at airport. Instructed not to board.
11:30	SC crew back at warehouse
12:00	Conference call update. Barge under tow headed North. Refuge location still TBD. Next update conference call at 16:00
15:15	Eagle Bay, Gil Sentinel, and Sentinel 101 secured to the dock in Klemtu
15:35	Gil Sentinel, Kaien Sentinel, Wainwright tug/barge officially stood down by CCG. Penman to remain on standby and Eagle Bay to continue to Shearwater

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Initial Incident Objectives

Summary of Current Actions

Time	Action/Note

s.19(1)

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Initial Incident Objectives

Summary of Current Actions

Time	Action/Note

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011	[redacted]	

Current Organization	
Command	
Canadian Coast Guard Federal Monitoring Officer	
Responsible Party Incident Commander	
Response Organization – Spill Response Manager	

	Responsible Party	Response Organization
Safety		
Legal		
Liaison		
Information		

Stakeholder Committee	
Environment Canada	
Province of British Columbia	
Transport Canada	
Fisheries and Oceans	
Port	
Local	
Other	
Planning Section	
Logistics Section	
Finance/Administration Section	
Operations Section	
Div./Group	

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Resources Summary

Resources Needed	Time Ordered	Resources Identifier	ETA	On Scene?		Location/Assignment/ Status
				Yes	No	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	
				☐	☐	

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Incident Name	Prepared by	INCIDENT BRIEFING ICS 201
S-17-0011		

Reference

Petroleum Products – from Marpol 73/78 Annex 1			
Oils			
Clarified	Fuel oil no.4	Road oil	Aromatic oil (exc.vegetable oil)
Crude oil	Fuel oil no.5	Transformer oil	Lubricating oils & blending stock
Mixtures containing crude oil	Fuel oil no.6	Mineral oil	Penetrating oil
Diesel	Residual fuel oil	Motor oil	Spindle oil, Turbine oil
Gas Oil			
Cracked	Alkylates - fuel	Reformates	Polymer - fuel
Gasoline Blending Stocks			
Gasolines			
Casinghead (natural)	Aviation	Fuel oil no. 1 (kerosene)	Fuel oil no. 2
Automotive	Straight run	Fuel oil no. 1-D	Fuel oil no. 2-D
Jet Fuels			
JP - 1 (kerosene)	JP - 4	Turbo fuel	Mineral oil
JP - 3	JP - 5 (kerosene, heavy)	Kerosene	
Naptha			
Solvent	Petroleum	Heartcut distillate oil	
Distillates			
Straight run	Flash feed stocks		
Conversions			
Volume			
1 barrel = 164 litres = 31.5 gallons = 0.16 cubic meters (m^3) = 0.16 tonnes 1 cubic meter (m^3) = 1000 litres = 6 barrels = 1 tonne 1 imperial gallon = 4.55 litres 1 U.S. gallon = 3.79 litres 1 litre = 0.22 imperial gallons 1 litre = 0.26 U.S. gallons 1 tonne = 1000 litres (nominal as it depends on density) 1000 tonnes = 6000 barrels = 1,000,000 litres (equivalent to the volume of 3 Olympic pools) 10000 tonnes = 60000 barrels = 10,000,000 litres 1 imperial gallon = 4.55 litres 1 U.S. gallon = 3.79 litres 1 litre = 0.22 imperial gallons			
Distance 1 kilometer (km) = 0.54 nautical miles 1 nautical mile = 1.15 statute mile 1 sq.km = 0.39 sq.mile **Area** 1 hectare = 100 sq. meters 1 acre = 0.41 hectares			

s.16(2)
s.19(1)

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Dait, Haydee

From: Imbeau, Michelle
Sent: 2017–November-28 12:13 PM
To: Brady, Jeff; [redacted]
Subject: RE: Canadian Coast Guard Communication staff

Yes, thanks Jeff.

Dan Bate, also in my office, was in touch with Harley Marine via [redacted] yesterday. As of today, we are now in touch with Michelle Ward who has been contracted to handle communications for Harley Marine. I've worked with Ms. Ward in the previous incident (NES) [redacted]

If required, my cell phone number is [redacted]

Thanks,

Michelle Imbeau

Communications Advisor
Canadian Coast Guard / Fisheries and Oceans Canada / Government of Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tel: 604-666-2872 / Cell: [redacted]

Conseillère en communications
Garde côtière canadienne / Pêches et Océans Canada / Gouvernement du Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tél : 604-666-2872 / Tél cel : [redacted]

From: Brady, Jeff
Sent: November-28-17 11:23 AM
To: [redacted]
Cc: Imbeau, Michelle
Subject: Canadian Coast Guard Communication staff

Hello,

I believe this has been done, but I want to ensure Harley Marine has contact information for our communications staff. See below.

Communications Officer
Michelle.Imbeau@dfo-mpo.gc.ca
(604) 666-2872

Thanks,

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

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Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

s.19(1)

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Dait, Haydee

From: Kervel, John ENV:EX <John.Kervel@gov.bc.ca>
Sent: 2017–November-28 2:14 PM
To: Brady, Jeff
Subject: Fwd: DGIR 172945 - Harley Marine Services Inc.
Attachments: Harley Marine Services Inc..pdf; ATT00001.htm

Jeff as discussed this is what was provided to the RP for their understanding of the Provincial Government's expectations.

John Kervel, Environmental Emergency Response Officer | Environmental Emergency Program | Environmental Protection Division | Ph. 778-873-9445

Begin forwarded message:

From: <John.Kervel@gov.bc.ca<mailto:John.Kervel@gov.bc.ca>>
Date: November 28, 2017 at 1:37:49 PM PST
To: [redacted]
Cc: [redacted]
Subject: DGIR 172945 - Harley Marine Services Inc.

[redacted]

As previously discussed please find attached the information note describing the regulatory requirements of a responsible person in relation to a spill event and potential actions that may be ordered by BC government in relation to Dangerous Goods Incident Report (DGIR) 172945 Tug Jake Shearer.

This information has been provided verbally by Angie Poss and myself throughout this response. If you have any questions regarding the described process and requirements please contact me directly.

If you could please ensure to provide the legal mailing address for Harley Marine Services Inc. that would be appreciated

s.19(1)

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BRITISH COLUMBIA

November 28, 2017

Mr. [redacted]
Harley Marine Services Inc.

Dear Mr. [redacted]

The Environmental Emergency Program of the BC Ministry of Environment is responsible for responding to spills of hazardous materials and harmful substances. The program develops and implements tools to prevent, prepare for and respond to oil spills, chemical spills, and spills of any substance that could disturb or harm the natural environment. British Columbia has recently introduced the first phase of regulations strengthening the *Environmental Management Act*. The regulations bring Division 2.1 Spill Preparedness, Response and Recovery of the *Environmental Management Act* into force as of October 30, 2017. The three new regulations are:

1) Spill Preparedness, Response and Recovery Regulation;
2) Spill Reporting Regulation; and,
3) Spill Contingency Planning Regulation.

This is an information note describing the regulatory requirements of a responsible person in relation to a spill event and potential actions that may be ordered by BC government in relation to Dangerous Goods Incident Report (DGIR) 172945 Tug Jake Shearer.

Who is a Responsible Person?

In this instance, Harley Marine Services Inc is the 'responsible person' as they had possession, charge or control of a substance or thing when the spill occurred or was at imminent risk of occurring.

Responsible persons must:

- Report a spill in accordance with the Spill Reporting Regulation (this includes providing contact information for the owner of the substance), and
- Ensure all actions to address a threat or hazard caused by the spill are taken.

For each incident, a responsible person must determine what, of the following actions, are necessary to address threats and hazards and take those that:

- Ensure skilled persons with the right response equipment are onsite responding;
- Assess, monitor and prevent the threat;
- Stabilize, contain, remove and clean up the spill;
- Identify and evaluate the immediate risks to protect human health, the environment and infrastructure;

.../2

Ministry of Environment and Climate Change Strategy

Office of the Executive Director
Environmental Emergencies and Land Remediation Branch
Environmental Protection Division

Mailing Address:
PO Box 9337
Stn Prov Govt
Victoria BC V8W 9M1

Telephone: 778 698-4847
Facsimile: 250 387-8897
Website: www.gov.bc.ca/env

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- Identify and evaluate long-term effects of the spill; and
- Take steps to resolve or mitigate long-term impacts.

The director reserves the right to order responsible persons to take additional actions beyond what is prescribed in the regulations.

As a Responsible Person, What Can I Expect?

Harley Marine Services may be ordered to produce specific documents, take specific actions or be liable for certain costs. A list of potential actions that the BC government may request or pursue is listed below:

Recovery Plan
In the event that the controlled substance is released, depending on the circumstances of the situation, a director may order the responsible person to prepare a Recovery Plan to resolve or mitigate the environmental impacts of the spill. A Recovery Plan would need to include specific information as outlined in Section 6 (1) of the Spill Preparedness, Response and Recovery Regulation.

Recovery of Costs of Government Spill Response
If the BC government carries out spill response actions to address a spill or an imminent risk of a spill occurring, the cost of these actions are considered a debt due to government by the responsible person and the owner of the substance or thing. A list of government costs that can be recovered are listed in Section 91.4 (1) to (9) of Division 2.1 Spill Preparedness, Response and Recovery of the *Environmental Management Act.*

Lessons-Learned Report
In the event that the controlled substance is released from the barge, a director may order that a responsible person submit a written Lessons-learned Report. The report needs to be made in writing within 6 months after the emergency response completion date for the spill and must include specific information as outlined in Section 7 (1) to(3) of the Spill Reporting Regulation.

For additional information, refer to the environmental emergency fact sheets that were developed to assist in the understanding of how to comply with the new regulatory requirements.

Sincerely,



Angie Poss
Response Manager
Environmental Emergency Program
Environmental Emergencies and Land Remediation Branch
Ministry of Environment and Climate Change Strategy

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Dait, Haydee

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-28 2:25 PM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; 'CCGS Bartlett - Commanding Officer'; 'CCGS Bartlett'; Goffic, Jody; 'wayne.hirlehey@canada.ca'; 'Andrew.Hannan@canada.ca'
Subject: Jake Shearer Incident Brief 7
Attachments: Jake Shearer Incident Brief 7 (November 28 2017).ppt

Please find Jake Shearer Incident Brief #7 Attached

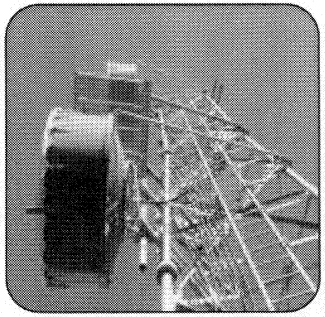
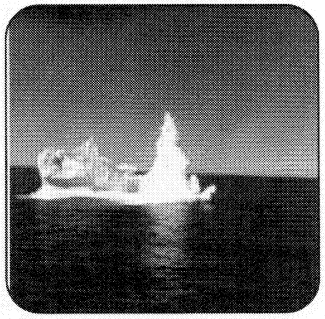
REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

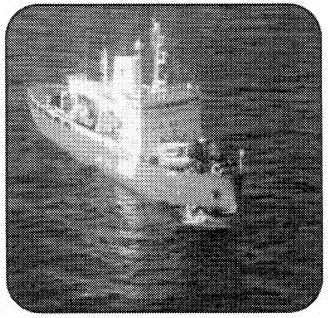
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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

Sécurité d'abord, Service constant



Incident Brief #7

Tug Jake Shearer / Barge Adrift / Nov. 28, 2017 1400 SAR/ER – Level 2

000922

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Description of threat/incident:

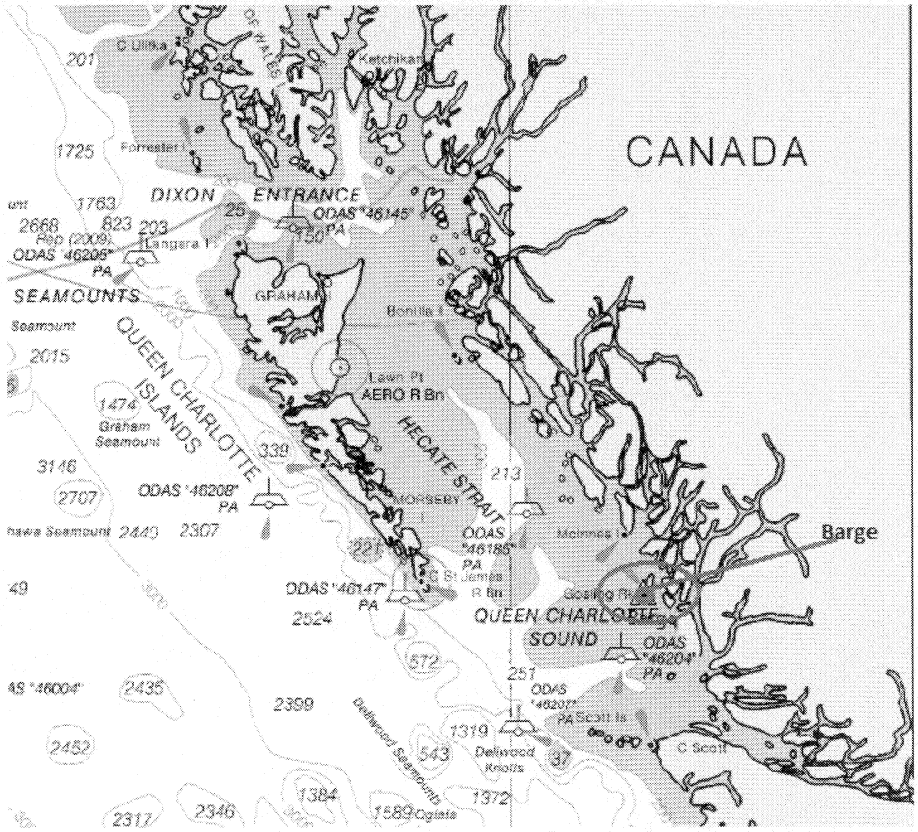
At 1600L, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. 0.5 million litres of gasoline.

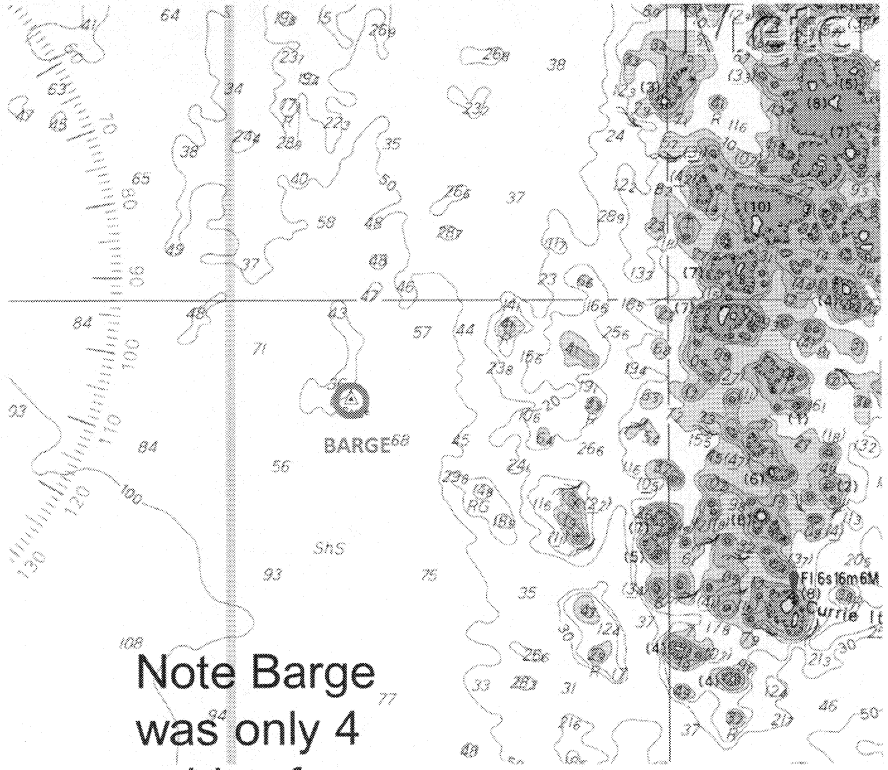
Geographic location of threat / incident:

- **Queen Charlotte Sound, Central Coast, BC**

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Original Location





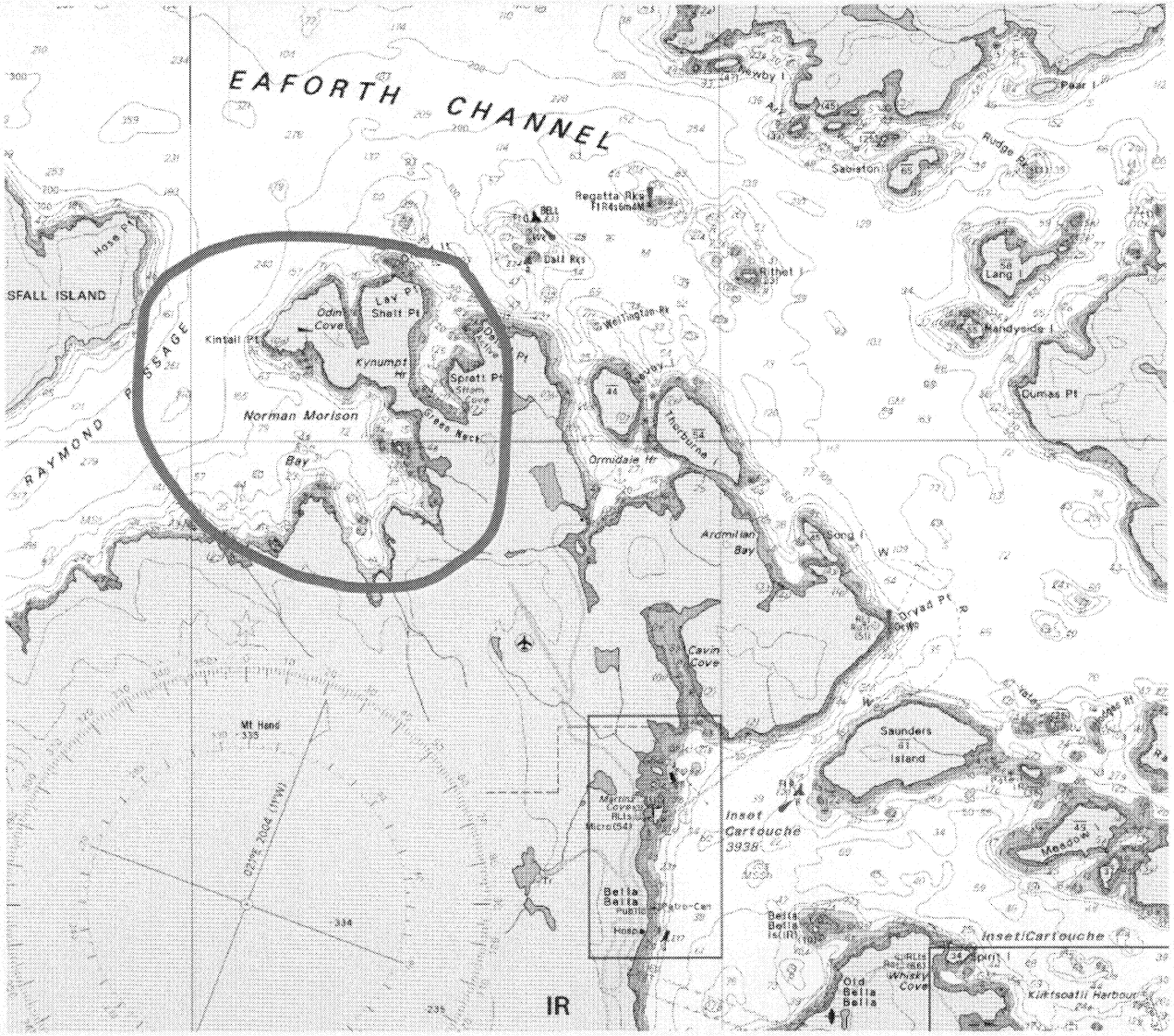
Note Barge was only 4 cables from grounding hazard

Original Positions.

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Position at 1300

At anchor in Norman Morison Bay.



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Tug Jake Shearer Barge Adrift – Queen Charlotte Sound

USCG Doc #: 1255668
Owner: HARCO Marine LLC, Seattle, WA
Operator: Olympic Tug & Barge, Seattle, WA
Flag: USA
Hailing Port: Portland, OR
Call Sign: WDI2337
Length: 35.36 m
Beam: 10.97 m
Draught: 4.27 m
Tonnage: 261 GT/177 NT
Year of Build: 2015



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Updated Assistant Commissioner Direction:

Response priorities:

- **Continue ICP in Port Hardy**
- **Continue communications schedule with agency reps (DFO, EMBC, BCMOE, TC, Heiltsuk Nation, ECCC, WCMRC…)**
- **Establish Liaison Officer in Heiltsuk Nation**

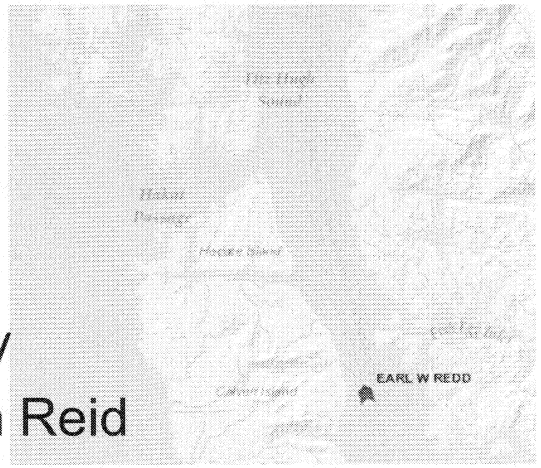
Constraints/Restraints:

- **Weather**
- **Available platforms for Potential ER**
- **ICP Space**

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Critical Information Requirements

- Awaiting Transport Canada to conduct Port State Inspection
- Harley Marine Tug Earl W Redd northbound to assist.



- Coast Guard Crew changes in Port Hardy Wednesday and Thursday for CCGS Bartlett and CCGG Gordon Reid

Departments/Agencies currently involved:

EMBC
Heiltsuk Nation
MOE
ECCC
WCMRC
CCG
TC
DFO
Pacific Pilotage Authority

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- **Potential impact of incident/threat:**
- **At this time, the threat is low.**

Media attention *(current)* :

- **Province wide media attention – Current**
- **Communications: Unified Command media lines being drafted with RP, CCG, Heiltsuk, BCMOE**

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Next steps: As of 1400

- Waiting for Transport Canada to arrive, and conduct Port State Inspection
- Company conducting a crew change, and dive survey on Jake Shearer
- Heiltsuk Observer onboard the Gordon Reid throughout the day
- Helicopter overflights conducted throughout the day with ER, BCMOE and Heiltsuk

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Regional: Mobilized resources.

- CCGS Bartlett loaded E/R equipment. Currently Fueling in Port Hardy. Conducting Crew Change tomorrow.
- CCGS Gordon Reid remaining on scene observing with Heiltsuk Observer on board Crew change on Thursday.
- CG701 & PRV III repositioning to Kitsilano and Sea Island
- ICP in Port Hardy at the Fire Hall
- Oval Bay, and boom trailer staged in Port Hardy with ER Personnel
- Jack Shearer, and Gulf Cajun are anchored in Norman Morison Bay with the barge. Precautionary boom around Jack Shearer.
- Company sent tug Earl W Redd, to assist. The location of Earl W Redd is Northbound in Fitz Hugh Sound

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National:

- Prepare for Media & Political attention
- Prepare for OGD support at National level

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Potential impact of incident:

Threat/Risk	Potential Impact
Environmental damage - extensive	Fishery, and Indigenous community impacts
Isolated, high energy, poor wx, operating area	Time lag to mobilize and sustain response
Interoperation OGD & Public	Loss of public confidence in CCG
Resource Fatigue – mobilizing and responding with limited numbers of personnel and assets	ROC/ER/Fleet Fatigue

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Dait, Haydee

From: Murdock, Philip
Sent: 2017–November-28 2:29 PM
To: Yeung, To For; Wootton, Brian; McNish, Joanne; Girouard, Roger; Brady, Jeff
Cc: Myers, Yvette; Whitelaw, Tywana; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Request to postpone of Telcon to 3:30 p.m.

Done. New Invite should be at your desk.

Philip

From: Yeung, To For [mailto:ToFor.Yeung@tc.gc.ca]
Sent: November-28-17 2:27 PM
To: Murdock, Philip; Wootton, Brian; McNish, Joanne; Girouard, Roger; Brady, Jeff
Cc: Myers, Yvette; Whitelaw, Tywana
Subject: Request to postpone of Telcon to 3:30 p.m.

Philip,

Yvette and Terri will have a telcon with Harley Marine (AR/Owner) at 3:00 p.m.

They would like to request our telcon to postpone to 3:30 p.m. Please confirm.

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: Tuesday, November 28, 2017 1:51 PM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>
Cc: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Subject: FW: Call me ASAP

FYI.

From: Harris, Piper
Sent: November-28-17 1:50 PM
To: Murdock, Philip
Cc: Brady, Jeff
Subject: Re: Call me ASAP

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They are set to land at 215. They are not here yet... Heltsiuk plans to meet them at the airport with their legal team with a drafted letter of their position on the situation. Heltsiuk are mobilizing a small fleet of vessel to block access to the tug. Basically no one's getting aboard

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Tuesday, November 28, 2017 1:46 PM
To: Harris, Piper
Cc: Brady, Jeff
Subject: RE: Call me ASAP

The TC inspectors have not yet arrived have they? The plane from Port Hardy did not land. They are aboard the later flight from Campbell River; not sure if it landed/

Please advise.

From: Harris, Piper
Sent: November-28-17 1:42 PM
To: Murdock, Philip
Cc: Brady, Jeff
Subject: Re: Call me ASAP

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Tuesday, November 28, 2017 1:40 PM
To: Harris, Piper
Subject: RE: Call me ASAP

Stand by.

From: Harris, Piper
Sent: November-28-17 1:39 PM
To: Brady, Jeff
Cc: Murdock, Philip
Subject: Re: Call me ASAP

FYI. Heltsiuk vessels have blockaded the tug. I will inform the TC members they will not be boarding for safety reasons. Ian Reid is here in Bella Bella Can we request that he suits up forn1 day and attend the vessel ? Under concerns for potential to pollute of course.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Harris, Piper

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Sent: Tuesday, November 28, 2017 1:13 PM
To: Brady, Jeff
Subject: Re: Call me ASAP

Sure it's been discussed [redacted]

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Brady, Jeff
Sent: Tuesday, November 28, 2017 1:05 PM
To: Harris, Piper
Subject: Call me ASAP

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-28 2:26 PM
To: [redacted]
Subject: RE: 1100 Sitrep CCGS Gordon Reid

Inspector:
TP Signh
[redacted]

I believe they left Campbell River (aircraft), and should be arriving shortly.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

From: [redacted]
Sent: November-28-17 2:07 PM
To: Brady, Jeff
Subject: Re: 1100 Sitrep CCGS Gordon Reid

Do you have a contact for the Inspectors ?
Any word on there arrival or ETA ?

[redacted]
Harley Marine Services
[redacted]
P: [redacted] | C: [redacted]
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

On Nov 28, 2017, at 11:05 AM, Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca> wrote:

> FYI,
> Sit- Rep from the Gordon Reid.

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Jeff

From: CCGS-NGCC, GordonReid Wheelhouse [mailto:ReidWH@ccgs-ngcc.gc.ca]
Sent: November-28-17 11:00 AM
To: Brady, Jeff
Cc: Main Ops Officer / Agent principal des Ops (DFO/MPO); CCGS-NGCC, GordonReid Captain
Subject: 1100 Sitrep CCGS Gordon Reid

CCGS Gordon Reid position: Anchored in Norman Morison Bay (52 12.086N 128 11.04 W).

Weather: SSW 15/25, Seas 1-2 foot chop, Bar 1002.2, Air Temp 7.4, Sea Temp 8.2, Visibility 2nm, Rain

Jake Scherer, Gulf Cajun, Barge – no activity

Vessels in area:
Hakai Warrior – arrived 0943, departed 1004. Observations & photos.
Eagle Bay – WCMRC - arrived 1023. On scene monitoring area – no specific taskings.

Personnel on board:
Robert Johnson, Heiltsuk representative.

Thank you,

Nick
Captain N. Mancey

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Dait, Haydee

From: Murdock, Philip
Sent: 2017–November-28 2:44 PM
To: Yeung, To For
Cc: Myers, Yvette; Whitelaw, Tywana; Sachdeva, Tejinder; Gomes, Cipriano; Ionescu, Ion; Niroshan, Don; Wootton, Brian; Brady, Jeff; McNish, Joanne
Subject: RE: Urgent: Please Read - TC Inspectors / Jake Shearer & Fuel Barge

Excellent.

Philip

From: Yeung, To For [mailto:ToFor.Yeung@tc.gc.ca]
Sent: November-28-17 2:43 PM
To: Murdock, Philip
Cc: Myers, Yvette; Whitelaw, Tywana; Sachdeva, Tejinder; Gomes, Cipriano; Ionescu, Ion; Niroshan, Don; Wootton, Brian
Subject: RE: Urgent: Please Read - TC Inspectors / Jake Shearer & Fuel Barge

Just received a call from Tejinder:

- No obstruction from Heiltsuk members.
- Spoke to CCG Capt. Peter at base and met Harley Marine representative.
- They are leaving the base and go to tug & barge.
- If obstructed by Heiltsuk members at site, they will return to shore, otherwise will conduct compliance inspection with Owner's representative as observer.

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: Tuesday, November 28, 2017 2:35 PM
To: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Subject: RE: Urgent: Please Read - TC Inspectors / Jake Shearer & Fuel Barge

I understand they may be greeted by some Heiltsuk members, [redacted]

Philip

From: Yeung, To For [mailto:ToFor.Yeung@tc.gc.ca]
Sent: November-28-17 2:33 PM
To: Murdock, Philip
Cc: Myers, Yvette; Whitelaw, Tywana; Wootton, Brian
Subject: FW: Urgent: Please Read - TC Inspectors / Jake Shearer & Fuel Barge

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Philip,

Tejinder Sachdeva and Cipriano Gomes (TC's Marine Safety Inspectors) just landed at Bella Bella Airport.

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

From: Sachdeva, Tejinder
Sent: Tuesday, November 28, 2017 2:25 PM
To: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Cc: Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>
Subject: Re: Urgent: Please Read - TC Inspectors / Jake Shearer & Fuel Barge

Good day
Just landed at Bella Bella and heDing for CCG base. Will call you once we reach the base for your instructions as there are other persons along with us now.
Kind Regards
Tejinder

On Nov 28, 2017, at 13:57, Yeung, To For <ToFor.Yeung@tc.gc.ca> wrote:

> Tejinder, Cipriano,
>
> I have spoken to Philip Murdock of CCG and he provided me with the following information:
>
> To date:
> - Harley Marine (AR/Owner) does not allow Heiltsuk (first Nations) to send observer to go on board the tug & barge and observe TC's inspection.
> - Heiltsuk made a blockade around the tug & barge and does not allow anyone to access to site.
> - Heiltsuk may also set-up blockade at Bella Bella Airport to prevent the movement of TC's Inspectors.
> - There will not be any inspection today.
> - If needed/required, CCG offers TC MSIs Helo transport to Port Hardy.
>
> Please call me when arrived the Bella Bella Airport>
>
> Regards,
>
> **Capt. John Yeung**
>
> Manager, Compliance & Enforcement and Cargo Services
> Transport Canada / Government of Canada

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tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

From: Wootton, Brian [mailto:Brian.Wootton@dfo-mpo.gc.ca]
Sent: Tuesday, November 28, 2017 1:40 PM
To: Yeung, To For <ToFor.Yeung@tc.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Cc: McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>
Subject: Re: TC Inspectors / Jake Shearer & Fuel Barge

Recommend telco CCG and TC before those inspectors leave Campbell river...latest from ICP advises cause for concern over freedom of movement.

Phil please follow up

BW

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Yeung, To For
Sent: Tuesday, November 28, 2017 1:36 PM
To: Murdock, Philip
Cc: Ionescu, Ion; Niroshan, Don; Wootton, Brian; McNish, Joanne; Brady, Jeff; Whitelaw, Tywana; Sachdeva, Tejinde Gomes, Cipriano
Subject: RE: TC Inspectors / Jake Shearer & Fuel Barge

Philip,

Thanks for the offer.

The latest that I heard from my Inspector at 1:01 p.m.:

QUOTE

At Campbell River now and ready to take off for Bella Bella. Presently the weather is inclement at Bella Bella but pilot intends to make a landing try. Will keep you updated. FYI pls.

UNQUOTE

Tejinder will advise me when landed at Bella Bella.

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

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tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

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From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: Tuesday, November 28, 2017 1:18 PM
To: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Subject: FW: TC Inspectors / Jake Shearer & Fuel Barge
Importance: High

From: Murdock, Philip
Sent: November-28-17 1:14 PM
To: 'john.yeung@tc.gc.ca'
Cc: Wootton, Brian; McNish, Joanne; Brady, Jeff; 'tywana.whitelaw@tc.gc.ca'
Subject: TC Inspectors / Jake Shearer & Fuel Barge
Importance: High

Good afternoon.

I understand the flight into Bella Bella only made it as far as Port Hardy today; did your inspectors stay in Port Hardy?

If they did, we can arrange transportation via CG Helo to Bella Bella. Please advise.

Philip Murdock
Superintendent Environmental Response
Surintendant intervention environnementale
Western Region / Région de l'Ouest
Canadian Coast Guard / Garde côtière canadienne
Telephone: 250.480.2722, Cellular: [redacted]
philip.murdock@dfo-mpo.gc.ca

s.19(1)

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Dait, Haydee

From: [redacted]
Sent: 2017–November-28 4:45 PM
To: [redacted] Brady, Jeff
Subject: ICS 204 - Eagle Bay Nov 29.pdf
Attachments: ICS 204 - Eagle Bay Nov 29.pdf

[redacted] Nanaimo

Email: [redacted]
Direct: [redacted]
Fax: (250) 746-9447

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corp • Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

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1. Incident Name	2. Operational Period (Date / Time)	ASSIGNMENT LIST ICS 204-OS
S-17-0011 Goose Island	From: November 29, 2017 / 05:30 To: Nov 29, 2017 / 17:30	

3. Branch	4. Division/Group
On Water Recovery	Eagle Bay

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	[redacted]	WCMRC [redacted]	
Branch Director:			
Division/Group Supervisor:	[redacted]	WCMRC [redacted]	

6. Resources Assigned This Period — "X" indicates 204a attachment with special instructions

Strike Team / Task Force / Resource Identifier	Leader	Contact Info. #	# of Persons	Notes / Remarks	
Eagle Bay	[redacted]		4		☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Assignments

Eagle Bay to maintain station at the casualty during daylight hours and respond to any release. Take portable skimmer to allow skimming in the containment boom. Recovered product to be contained in a seaslug, Shearwater Marines pumper truck or in Harley Marine vessels. Contact info for Shearwater Marine to follow.

8. Special Instructions for Division / Group

9. Communications (radio and / or phone contact numbers needed for this assignment)

Name / Function	Radio: Freq. / System / Channel	Phone	Pager
CCG Gordon Reid/On Scene Commander	VHF 16		
[redacted]	UHF 3		

Emergency Communications

Medical CCG Gordon Reid Evacuation CCG Gordon Reid Other

10. Prepared By:	Date / Time	11. Approved By:	Date / Time
[redacted]	November 28, 2017 / 16:43		

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ASSIGNMENT LIST (ICS FORM 204-OS)

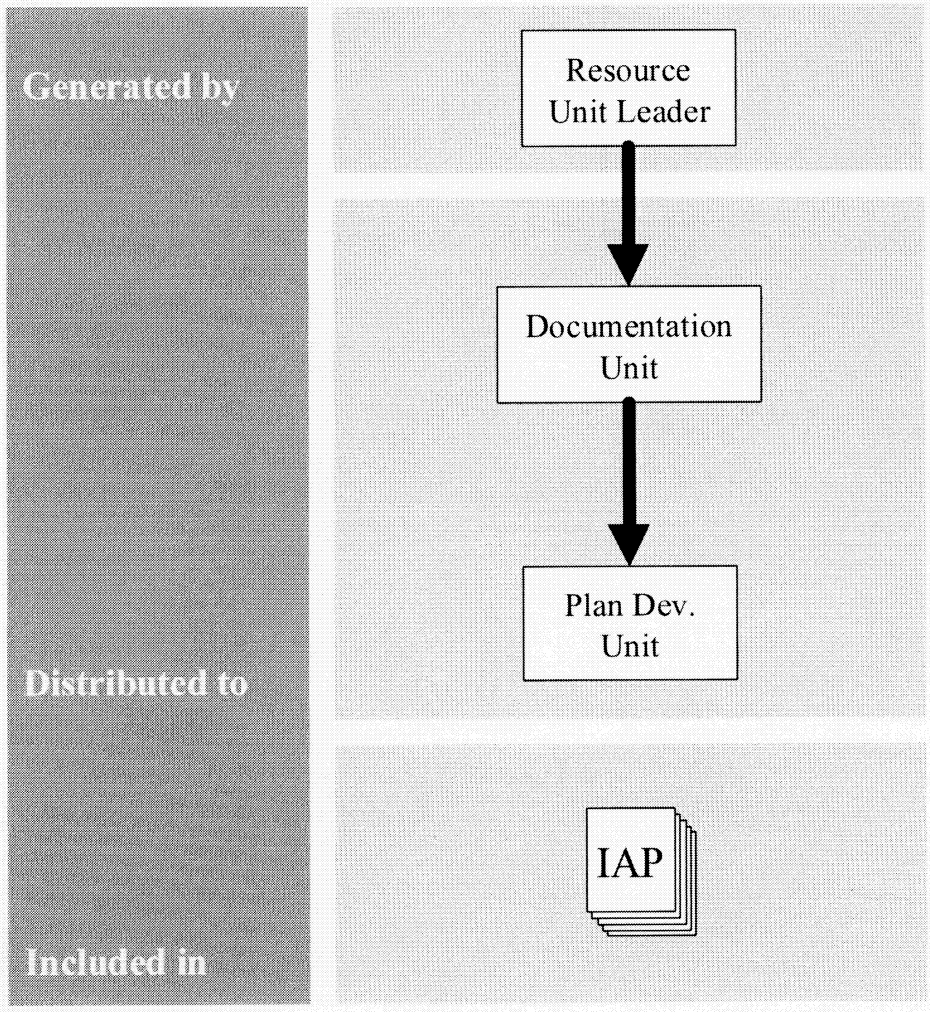
Special Note. The Assignment List, ICS form 204-OS submits assignments at the level of Divisions and Groups. The Assignment List Attachment, ICS form 204a-OS shows more specific assignment information, if needed. The need for an ICS form 204a-OS is determined by the Planning and Operations Section Chiefs during the Operational Planning Worksheet (ICS form 215-OS) development.

Purpose. The Assignment List(s) informs Division and Group supervisors of incident assignments. Once the assignments are agreed to by the Unified Command and General Staff, the assignment information is given to the appropriate Divisions and Groups.

Preparation. The Assignment List is normally prepared by the Resources Unit, using guidance from the Incident Objectives (ICS form 202-OS), Operational Planning Worksheet (ICS form 215-OS), and the Operations Section Chief. The Assignment List must be approved by the Planning Section Chief. When approved, it is included as part of the Incident Action Plan (IAP). Specific instructions for individual Task Forces / Strike Teams may be entered on an ICS form 204a-OS for dissemination to the field, but not included in the IAP.

Distribution. The Assignment List is duplicated and attached to the Incident Objectives and given to all recipients of the Incident Action Plan. In some cases, assignments may be communicated via radio/telephone/fax.

All completed original forms MUST be given to the Documentation Unit.



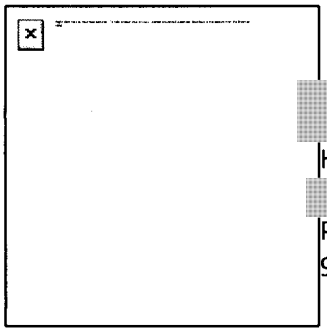
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Dait, Haydee

From:
Sent: 2017–November-28 4:59 PM
To: Brady, Jeff
Subject: Fwd: Jake Shearer Fuel Status Rev 1

Follow Up Flag: Follow Up
Flag Status: Completed

Please see below

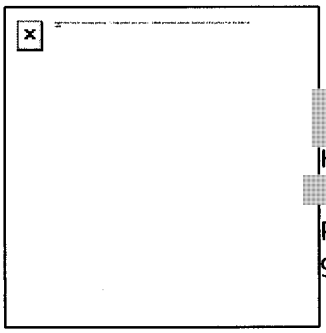


Harley Marine Services
P: | C:
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

Begin forwarded message:

From:
Date: November 28, 2017 at 4:38:09 PM PST
To:
Cc:
Subject: FW: Jake Shearer Fuel Status Rev 1



Harley Marine Services
P:
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award

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2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From:
Sent: Tuesday, November 28, 2017 4:33 PM
To:
Subject: RE: Jake Shearer Fuel Status Rev 1

Reworded:

Engineering has completed an assessment of the fuel state on board the Jake Shearer utilizing information from before the incident and the current soundings of the tanks provided by the vessel crew. The fuel load on board at the time of departure from last port less the amount used during the transit corresponds well with the fuel amount currently on board. We have had an ingress of water to one forward fuel tank or the adjoining ballast water tank. The rate of ingress of water is fairly small. There has been no loss of fuel from the vessel.

The vessel is stable and will remain stable, as the ingress of water is confined to the two tanks.

The divers that have been scheduled to attend will inspect the hull to determine any damaged locations and make temporary repairs if required. ABS has been contacted and indicated that they intend to attend the vessel to perform an assessment prior to departure from its current anchorage.

Harley Marine Services
P: C:
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

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Dait, Haydee

From: Megan Humchitt [redacted]
Sent: 2017–November-28 5:14 PM
To: Brady, Jeff
Cc: [redacted]
Subject: HTC communication
Attachments: 2017-11-28 LTR HTC-HM re Inspection.pdf

Follow Up Flag: Follow up
Flag Status: Completed

As requested.

Megan

s.19(1)

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heiltsuk tribal council

November 28, 2017

To Harley Marine:

Heiltsuk Nation requires access to the *Jake Shearer* and its barge, *Zidell 277*, to observe Transport Canada's inspection.

The *Jake Shearer* and its barge are in safe anchorage in Heiltsuk's territorial waters. Heiltsuk Nation is a sovereign nation and exercises governance over all its territories including its marine waters. The *Jake Shearer* and its barge are carrying a significant amount of diesel (350 million litres) and lubricant oils. It is necessary for the Nation to ensure the safety of its marine environment by overseeing the activities of the Jake Shearer and its barge in our waters. Only yesterday, the Jake Shearer violently uncoupled from its barge just off Goose Island, posing the danger of a grounding and oil spill into the marine environment. This area is one of Heiltsuk's bread baskets.

Our access can be made in tandem with Transport Canada's personnel and, therefore, adds no additional burden to the activities on the vessels. Harley Marine's objection to Heiltsuk's entitlement to observe the inspection is very disconcerting. It suggests there may be some concerning conduct on the part of Harley Marine, which we understand has been denied by Harley Marine in media reports.

We ask that you reconsider your position and work with Heiltsuk to ensure the safety of the marine territory. We all have the same interests. To that end, we ask that you come to a meeting to discuss a reasonable solution that meets all interests.

Please contact me at [redacted] at [redacted] or myself at 250-957-7721.

Sincerely,

Chief Councillor Marilyn Slett
Heiltsuk Tribal Council

cc. Transport Canada
Canadian Coast Guard
B.C. Ministry of Environment
Department of Fisheries and Oceans (Philip.Murdock@dfo.mpo.gc.ca)

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Dait, Haydee

From:
Sent: 2017–November-28 5:32 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion
Attachments: Jake Shearer Boom 1.jpg; Jake Shearer Boom 2.jpg; Jake Shearer Boom 3.jpg

As requested

Nanaimo

Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

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From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 7:41 PM
To:
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

Excellent. Look forward to the pictures tomorrow. Thank you.

Philip

From:
Sent: November-27-17 7:22 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

Hello Philip et al,

The tug is now boomed and the Gulf Rival and West Coast are returning to dock.

Nanaimo

| Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

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From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 7:10 PM
To: [redacted]
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

Thank you. Please advise all when completed.

Philip Murdock

From: [redacted]
Sent: November-27-17 6:53 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

The Gulf Rival is being assisted by the Westcoast

[redacted] Nanaimo

[redacted] | Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 6:51 PM
To: [redacted]
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

What vessel is / was doing the work?

Philip

From: [redacted]
Sent: November-27-17 6:37 PM
To: Murdock, Philip
Subject: RE: Discussion

That is what we have directed Shearwater to do.

[redacted] Nanaimo

[redacted] | Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

s.16(2)
s.19(1)
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From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 6:28 PM
To: [redacted]
Cc: [redacted] Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>
Subject: Re: Discussion

Correct.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [redacted]
Sent: Monday, November 27, 2017 4:42 PM
To: Murdock, Philip
Subject: RE: Discussion

Just to confirm - boom task is just the tug. Correct?

[redacted]

[redacted]

[redacted] | Head Office: 206-3500 Gilmore Way, Burnaby, B.C. V5G 0B8

Western Canada Marine Response Corporation

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 3:34 PM
To: [redacted]
Subject: Discussion

Are you both available for a quick discusion?

877.413.4781
[redacted]

Before the 1600 (now) Please. Acknowledge.

Philip

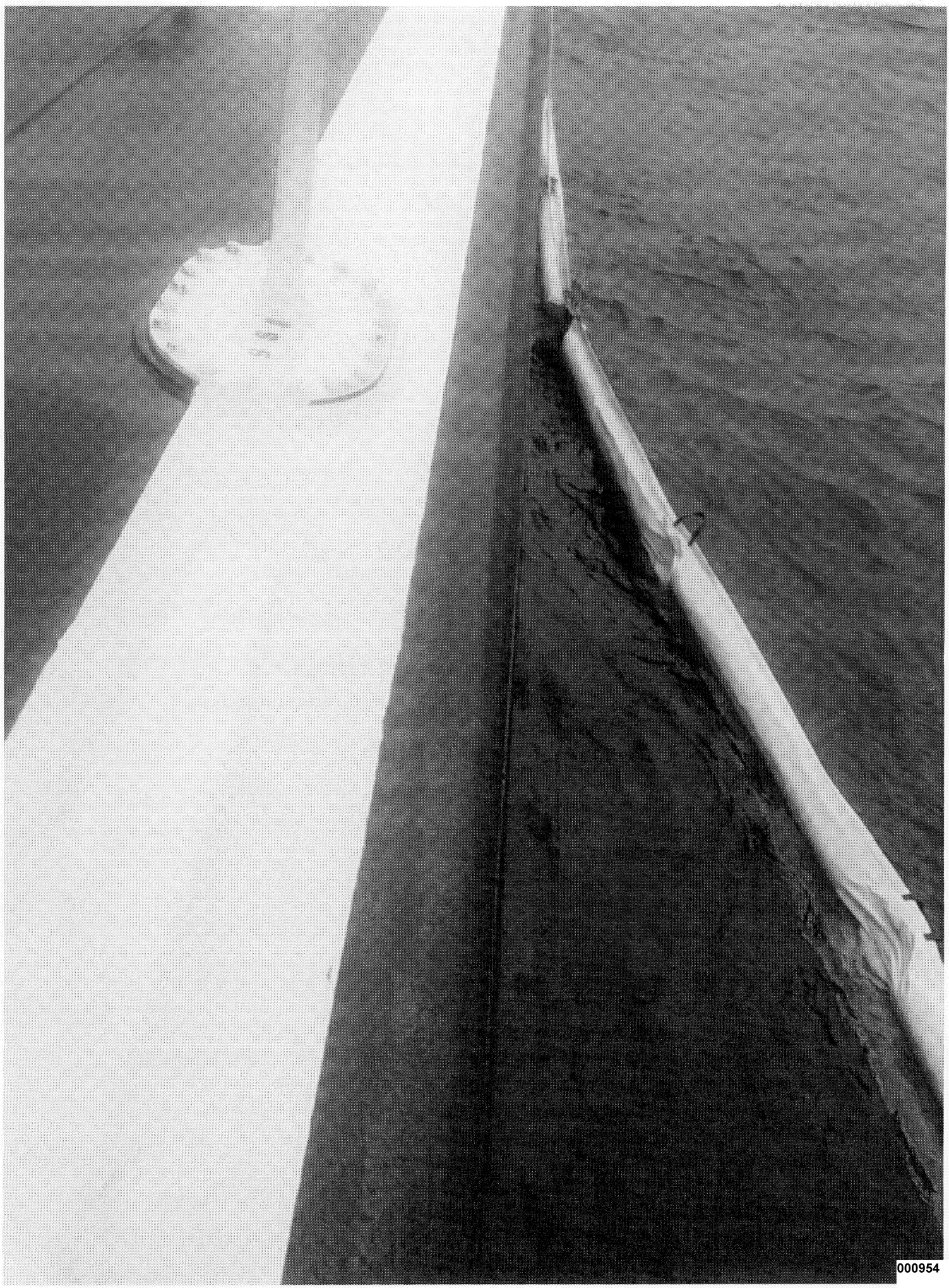
Sent from my BlackBerry 10 smartphone on the Bell network.

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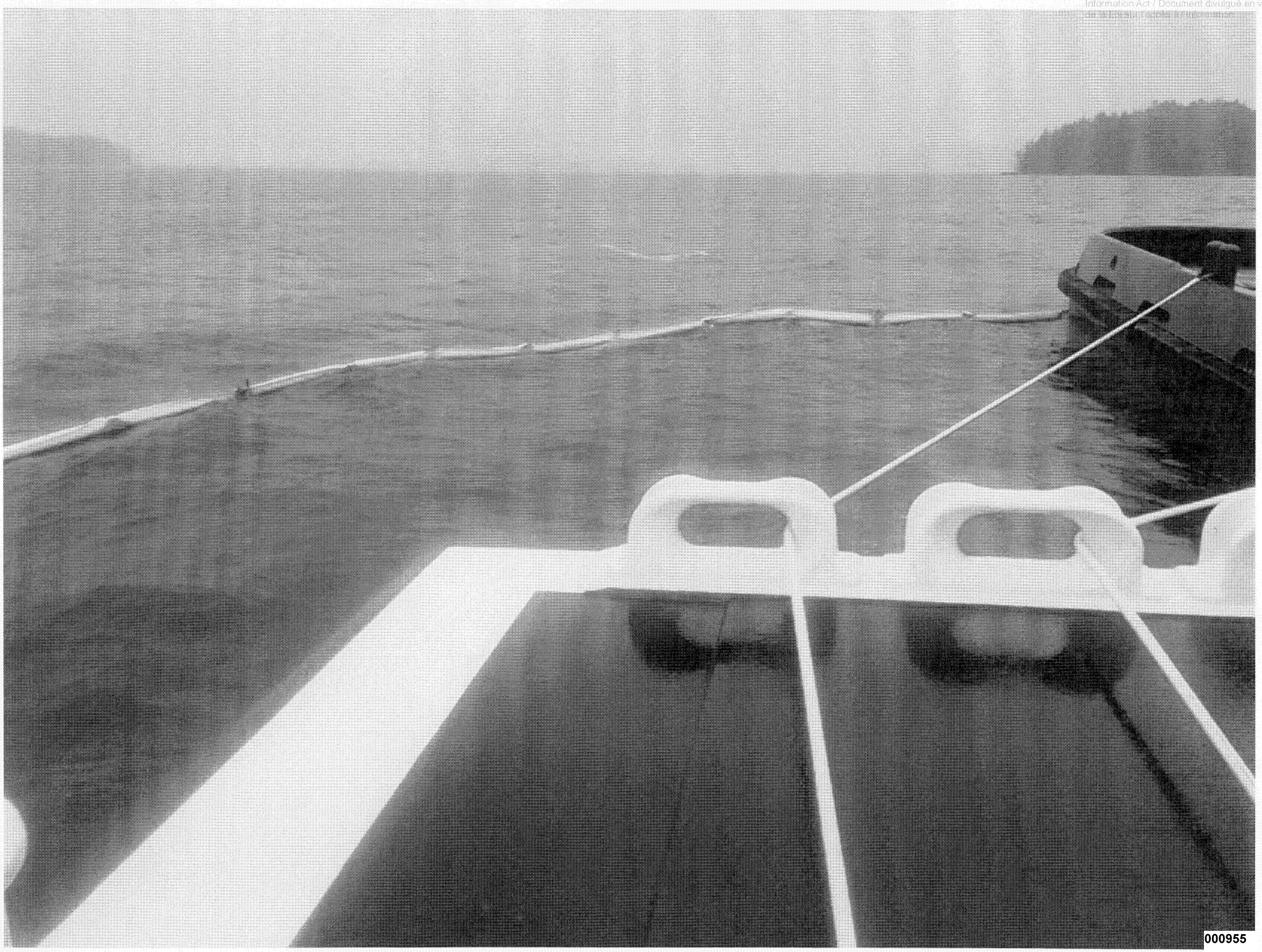


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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-28 5:58 PM
To: [redacted]
Attachments: ICS 200 - Incident Action Plan Cover Sheet.pdf; ICS-202 CCG Incident Objectives - .docx

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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1. Incident Name	2. Operational Period to be covered by IAP (Date / Time)	IAP COVER SHEET
Goose Island 2017	From: Nov 28, 2017 / 00:(To: Nov 29, 2017 / 00:(	

3. Approved by: [redacted] - Harley Marine(Responsible Party D/[redacted]

Jeff Brady - CCG (Federal Incident Commander)

Megan Humchitt - Heiltsuk (First Nation Incident Commander)

John Kervel - BCMOE (Provincial Incident Commander)

INCIDENT ACTION PLAN

4. Prepared by: [redacted]

Date / Time: November 28, 2017 / 00:00

IAP COVER SHEET June 2000

Electronic version: NOAA 1.0 June 1, 2000

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IAP COVER SHEET

Special Note. This optional form acts as a cover sheet for the completed Incident Action Plan (IAP) described below. Two versions of this cover sheet are included; either can be used. One version includes check boxes for forms included in the IAP, while the other version leaves a large blank area for user comments or graphics.

Purpose. An Incident Action Plan (IAP) contains general control objectives reflecting the overall incident strategy and specific action plans for the next operational period. The Unified Command, Command Staff, and General Staff develop the IAP. When all attachments are included, the plan:

– specifies the objectives for the next operational period;
– defines the work assignments for the next operational period, including extracts of site-specific safety messages (Note: the Site Safety Plan is generally a stand-alone document and is not included in the IAP);
– defines the resources needed to accomplish the work order;
– depicts how all response personnel are to be organized;
– lists radio and telephone communications for all incident personnel;
– specifies a medical plan to follow in case of a responder emergency;
– identifies resources at risk.

Preparation. The Planning Section Chief compiles the IAP, with key tactical input from the Operations Section Chief. The Plan is to be completed following each Planning Meeting. The plan should be approved and signed by each member of the Unified Command.

Distribution. Sufficient copies of the IAP will be reproduced and given to all supervisory personnel at the Section, Branch, Division/Group, and Unit Leader levels. The original IAP MUST be given to the Documentation Unit.

Item #	Item Title	Instructions
1.	Incident Name	Enter the name assigned to the incident.
2.	Operational Period	Enter the time interval for which the form applies. Record the start and end date and time.
3.	Approved by	Signatures of approval must be obtained from each Unified Commander.
4.	Prepared By Date/Time	Enter name and title of the person preparing the form. Enter date (month, day, year) and time prepared (24-hour clock).

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ICS Forms CCG – 202

INCIDENT OBJECTIVES	1. INCIDENT NAME Goose Island - 2017	2. DATE Nov 28, 18	3. TIME 0730

4. OPERATIONAL PERIOD (Date/Time)

5. INCIDENT OBJECTIVE(S):

Ensure safety of response personnel and public.
Control the potential source.
Manage an organized response effort.
Identify environmental sensitivities/risks, and maximize environmental protection needs.
Mitigate economic and social impacts.
Keep stakeholders and public apprised of pertinent updates, and in so doing manage their expectations.

6. LIMITATIONS AND CONSTAINTS:

Weather continues to limit operations. Helicopter and fixed wing aircraft will be limited to their operational capacity.

7. COMMAND DIRECTION FOR THE OPERATIONAL PERIOD:

Focus should be put on ensure clear communications between the Port Hardy ICP, Bella Bella, and the CCGS Gordon Reid.

8. GENERAL SITUATIONAL AWARENESS (Weather, General Safety Message)

Ensure small vessels, including those not tasked by UC, are checking in with the CCGS Gordon Reid. CCGS Gordon Reid should proactively reach out to vessels in Norman Morrison Bay.

9. CRITICAL INFORMATION REQUIREMENTS

1. Any injuries greater than first aid through Safety Officer
2. Change of status of the course or spill volume
3. Any incidents within the incident
4. Public health impacts
5. Shoreline oiling and impacted sensitive areas beyond protection
6. Any change to trajectories
7. Loss or delay of major tactical resources
8. Unplanned VIP visits en-route/planning/arriving
9. Adverse protest plans
10. Interview requests
11. Adverse political influence or social media trending
12. Confirmed wildlife impacts
13. Loss or breach of containment
14. Deliberate breach in security/safety zone or temporary flight restriction (TFR) area
15. Special requests from agencies
16. Air monitoring results exceeding action levels
17. Any Fishery/shellfish closures or advisories
18. Public facility closures such as parks, docks, boat ramps, ferries, roads, railroads, etc.

s.19(1)

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Canadian Coast Guard

ICS Forms CCG – 202

10. ATTACHMENTS (Check if Attached) ☐ Organization List (ICS CCG - 203) X Assignment List (ICS CCG – 204) ☐ Communications Plans	X Medical Plan (ICS CCG – 206) ☐ Incident Map ☐ Traffic Plan	☐ _____ ☐ _____ ☐ _____
11. PREPARED BY (Planning Section Chief)	**12. APPROVED BY** (Incident Commander)	

DRAFT

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ICS Forms CCG – 202

Purpose. The Incident Objectives (ICS 202) describes the basic incident strategy, incident objectives, command emphasis/priorities, critical information requirements and safety considerations for use during the next operational period.

Preparation. The briefing form is prepared by the Incident Commander for presentation to the incoming Incident Commander along with a more detailed oral briefing.

Distribution. The ICS 202 may be reproduced with the IAP and may be part of the IAP and given to all supervisory personnel at the Section, Branch, Division/Group, and Unit levels. All completed original forms must be given to the Documentation Unit.

Notes:

- The ICS 202 is part of the IAP and can be used as the opening or cover page.
- If additional pages are needed, use a blank ICS 202 and repaginate as needed.

Block Number	Block Title	Instructions
1	**Incident Name**	Enter the name assigned to the incident. If needed, an incident number can be added.
2	**Date**	Enter date prepared (month/day/year).
3	**Time**	Enter time prepared (using the 24-hour clock).
4	**Operational Period (Date/Time)**	Enter the start date (month/day/year) and time (using the 24-hour clock) and end date and time for the operational period to which the form applies.
5	**Incident Objective(S)**	Enter clear, concise statements of the objectives for managing the response. Ideally, these objectives will be listed in priority order. These objectives are for the incident response for this operational period as well as for the duration of the incident. Include alternative and/or specific tactical objectives as applicable. Objectives should follow the SMART model or a similar approach: **S**pecific – Is the wording precise and unambiguous? **M**easurable – How will achievements be measured? **A**ction-oriented – Is an action verb used to describe expected accomplishments? **R**ealistic – Is the outcome achievable with given available resources? **T**ime-sensitive – What is the timeframe?
6	**Limitations and Constraints**	Enter the limitations or constraints which impact upon the conduct of the incident response. (ie regulatory limitations, constraints placed on the incident from senior CCG leadership).
7	**Command direction for the operational period**	Enter command direction for the operational period This may include tactical priorities or it may be a sequence of events or order of events to address. This is not a narrative on the objectives, but a discussion about where to place

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		emphasis if there are needs to prioritize based on the Incident Commander's or Unified Command's direction.
8	**General Situational Awareness (Weather, General Safety Message)**	General situational awareness may include a weather forecast, incident conditions, and/or a general safety message. If a safety message is included here, it should be reviewed by the Safety Officer to ensure it is in alignment with the Safety Message/Plan (ICS 208).
9	**Critical Information Requirments**	Enter clear, concise statements of critical information requirements for the response. These requirements are for the incident response for this operational period and for the duration of the incident. Listed in order of importance.
10	**Attachments (Check if Attached)**	Check appropriate forms and list other relevant documents that are included in the IAP.
11	**Prepared By (Planning Section Chief)**	Enter the name, ICS position, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).
12	**Approved By (Incident Commander)**	In the case of a Unified Command, one IC may approve the ICS 202. If additional IC signatures are used, attach a blank page.

DRAFT

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-28 6:12 PM
To: ROC1 / COR1 (DFO/MPO)
Subject: Re: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #8

See section 15.

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

On Tue, Nov 28, 2017 at 6:01 PM -0800, "ROC1 / COR1 (DFO/MPO)" <ROC1COR1@dfo-mpo.gc.ca> wrote:

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #8

SITREP #8 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 28 NOV 2017 / 1749 PST

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/

6. Regional Location:
   a. Province/Territory:
   BRITISH COLUMBIA
   b. City: N/A
   c. Amplifying location details (as required):
   QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
   At 1749 PST, 28 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC

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CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN. TUG GULF CAJUN PASSED TOW OF DANGEROUS GOODS TO NORMA H AND HAS NOW TAKEN OVER AS THE PRIMARY RESPONSE TUG. GULF CAJUN CURRENTLY ON SCENE WITH THE BARGE, ATTACHING TOW LINE. CCGS GORDON REID AND JAKE SHEARER STANDING BY. UPDATE TO FOLLOW. GULF CAJUN SEEKING DIRECTION ON DESTINATION FOR BARGE. TUG GULF CAJUN NOW ABEAM IVORY ISLAND, SEAFORTH CHANNEL, WITH BARGE IN TOW. CCGS GORDON REID AND TUG JAKE SHEARER ACCOMPANYING TO NORMAN MORRISON BAY. ALL VESSELS NOW IN SHELTERED WATERS. SAR OPERATIONS CONCLUDED. JACK SHEARER, AND GULF CAJUN ARE ANCHORED IN NORMAN MORISON BAY WITH THE BARGE. PRECAUTIONARY BOOM AROUND JACK SHEARER. GORDON REID RUNNING WEATHER COURSES OVERNIGHT IN RAYMOND PASSAGE. CURRENTLY NO CHANGE IN THE POSITION OF THE BARGE. TWO TRANSPORT CANADA SAFETY INSPECTORS ARE NOW ONBOARD CONDUCTING AN INSPECTION. STANDBY FOR DAILY UPDATE TOMORROW MORNING.

8. Actions Taken:

ER VICTORIA: - 1515L ENVIRONMENTAL RESONSE ACCEPTS TRANFER OF COMMAND FROM JRCC.

EQUIPMENT TRAILERS FROM SEA ISLAND AND VICTORIA DEPOT STAGED IN PORT HARDY

BARTLETT ETA PORT HARDY 0700L NOVEMBER 28

JRCC Victoria: Gordon Reid tasked. ON SCENE.

Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.

No eta at this time. Barge dropped and enroute. Eta 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.

Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.

District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG. BARGE TO BE TOWED TO SAFE REFUGE, UPCOMING WEATHER A LARGE FACTOR IN CHOICE. DESTINATION TO BE DISCUSSED. TUG AND BARGE TO BE ANCHORED IN NORMAN MORRISON BAY WHERE INSPECTION OF VESSELS TO TAKE PLACE.
TC INSPECTORS ARRIVING ON SCENE TOMORROW. CG HELICOPTER BRINGING ADDITIONAL PERSONNEL TO THE SCENE FROM PORT HARDY, UNIFIED COMMAND ESTABLISHED WITH IC's FROM CCG, BC MOE, HEILTSUK NATION, AND RESPONSIBLE PARTY HARLEY MARINE. INTEND ICP TO COMMECE OPERATIONS NOVEMBER 28 0700.

11. Environmental Factors:

- Pollution potential if barge goes aground.
- Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor.

13. Personnel Status:

a. CCG: ops normal

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b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal

b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE. CASE TO BE HANDED OVER TO ENVIRONMENTAL RESPONSE WHEN SAFETY OF CREW ON BARGE CONFIRMED AND BARGE IS SECURELY UNDER TOW AND AWAY FROM SHORE. ALL INVOLVED VESSELS NOW IN SHELTERED WATERS. CASE BEING HANDED OVER TO ENVIRONMENTAL RESPONSE.

16. Command Assessment:

17. Next SITREP will be provided at : 1000 PST NOVEMBER 29

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-28 6:24 PM
To: Wootton, Brian; Murdock, Philip
Subject: Letter from Heiltsuk to RP
Attachments: 2017-11-28 LTR HTC-HM re Inspection.pdf
Attachment provided elsewhere.

For your record,
This letter was provided to UC members shortly after the RP denied an observer. Thankfully, the RP approved the observer shortly after.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-28 12:17 PM
To: Imbeau, Michelle; Wootton, Brian
Subject: RE: Jake Shearer Web Update

Hello,

I would clarify that the EU is virtual, includes DFO, ECCC, Heliltsuk, and is being managed out of the ICP in Port Hardy

Jeff

From: Imbeau, Michelle
Sent: November-28-17 11:59 AM
To: Wootton, Brian; Brady, Jeff
Subject: FW: Jake Shearer Web Update

Are you OK with MOE posting this information on their website shortly? Any suggested changes? Harley Marine's comms person (Michelle Ward) is also reviewing.

Thanks, Michelle

From: Griffin, Ebony ENV:EX [mailto:Ebony.Griffin@gov.bc.ca]
Sent: November-28-17 11:30 AM
To: Imbeau, Michelle; Bate, Dan;
Subject: Jake Shearer Web Update

Hi all,

Just wanted to make sure everyone was ok with Ministry of Environment releasing the following information:

November 28, 2017 - 11:07 am

Last night the fuel barge was anchored in Norman Morrison Bay, the designated place of refuge. The *Jake Shearer* tug is tied to the barge and has protective boom installed as a precautionary measure. There continued to be no indications of a fuel release from the tug or barge. Harley Marine divers and Transport Canada inspectors are en route to the incident site.

Gordon Reid (Canadian Coast Guard vessel) stood by in Seaforth Channel last night and continues to monitor nearby.

The Environmental Unit has been established at the incident command post in Port Hardy to provide a resources-at-risk analysis for Norman Morrison Bay. An Environmental Emergency Response Officer (EERO) and a Canadian Coast Guard representative are expected to arrive in Bella Bella today to maintain open communication with the Heiltsuk First Nation and ensure any community concerns are addressed.

Thanks,

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BRITISH COLUMBIA
Ministry of Environment and Climate Change Strategy

Ebony Griffin
Information Officer

Environmental Emergency Program
Ministry of Environment & Climate Change Strategy
Phone: (778) 698-4931 | Cell: (778) 678-0513 |
Email: ebony.griffin@gov.bc.ca

Report a spill: 1-800-663-3456

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–November-28 12:39 PM
To: Imbeau, Michelle; Brady, Jeff; Murdock, Philip
Subject: Re: Jake Shearer Web Update

Follow Up Flag: Follow Up
Flag Status: Completed

I'm okay if all IC's are okay Jeff?

BW

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Imbeau, Michelle
Sent: Tuesday, November 28, 2017 11:58 AM
To: Wootton, Brian; Brady, Jeff
Subject: FW: Jake Shearer Web Update

Are you OK with MOE posting this information on their website shortly? Any suggested changes? Harley Marine's comms person (Michelle Ward) is also reviewing.

Thanks, Michelle

From: Griffin, Ebony ENV:EX [mailto:Ebony.Griffin@gov.bc.ca]
Sent: November-28-17 11:30 AM
To: Imbeau, Michelle; [redacted] Bate, Dan; [redacted]
Subject: Jake Shearer Web Update

Hi all,

Just wanted to make sure everyone was ok with Ministry of Environment releasing the following information:

November 28, 2017 - 11:07 am

Last night the fuel barge was anchored in Norman Morrison Bay, the designated place of refuge. The *Jake Shearer* tug is tied to the barge and has protective boom installed as a precautionary measure. There continued to be no indications of a fuel release from the tug or barge. Harley Marine divers and Transport Canada inspectors are en route to the incident site.

Gordon Reid (Canadian Coast Guard vessel) stood by in Seaforth Channel last night and continues to monitor nearby.

The Environmental Unit has been established at the incident command post in Port Hardy to provide a resources-at-risk analysis for Norman Morrison Bay. An Environmental Emergency Response Officer (EERO) and a Canadian Coast Guard representative are expected to arrive in Bella Bella today to maintain open communication with the Heiltsuk First Nation and ensure any community concerns are addressed.

Thanks,

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BRITISH COLUMBIA
Ministry of Environment and Climate Change Strategy

Ebony Griffin
Information Officer

Environmental Emergency Program
Ministry of Environment & Climate Change Strategy
Phone: (778) 698-4931 | Cell: (778) 678-0513 |
Email: ebony.griffin@gov.bc.ca

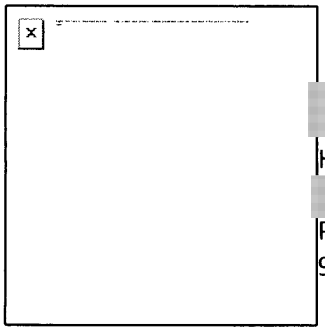
Report a spill: 1-800-663-3456

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Dait, Haydee

From: [redacted]
Sent: 2017–November-28 4:50 PM
To: Brady, Jeff
Subject: Re: Overnight Communications

Yes
I will be on board all night
And will advise accordingly if anything changes



[redacted]
Harley Marine Services
[redacted]
P: [redacted] C: [redacted]
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

On Nov 28, 2017, at 4:39 PM, Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca> wrote:

> Hello [redacted]
> I'd like to setup a communications protocol for this evening, similar to last night. If the Jake Shearer or Zidell Marine 277 discharges oil, changes location, or if there is any stability issues, please call my cell. Does this work for you?
>
> **Jeff Brady**
> Deputy Superintendent, Environmental Response
> Canadian Coast Guard
> Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432
>
> Suritendant associé- Intervention environnementale
> Garde côtière canadienne
> Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432
>
> To report marine pollution call 1-800-889-8852

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-28 8:00 PM
To: [redacted] Kervel, John ENV:EX (John.Kervel@gov.bc.ca); [redacted]
Cc: [redacted]
Subject: Re: Message from

Thanks [redacted] appreciate the effort.

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

On Tue, Nov 28, 2017 at 7:05 PM -0800, [redacted] wrote:

[redacted]

[redacted]

|

Western Canada Marine Response Corporation

Please consider the environment before printing this email

---------- Forwarded message ----------
From: [redacted]
Date: Tue, Nov 28, 2017 at 7:00 PM -0800
Subject: Message from
To: [redacted]

--
This message has been scanned by E.F.A. Project and is believed to be clean.

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-28 9:57 PM
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Cc: Murdock, Philip; Wootton, Brian; McNish, Joanne
Subject: RE: AMENDED REGIONAL ORDER: Jake Shearer Nov. 28th.docx
Attachments: 2017.11.28 ICS-232 resources at risk summary - Norman Morrison.doc; SKM_ 4050171128194300.pdf; JAKE_SHEARER_Environmental Meeting_Nov 28_2017.pdf

Hello,
I wanted to provide a back brief on this morning's tasks:

1. Facilitate Unified Command integration with BCMOE, Harley Marine Services, and Heiltsuk Nation – location at UC discretion Port Hardy.
    - Creation and integration of Unified Command completed, and continues into the next operational period. All incident commanders are in communication with their appropriate EOC's for strategic direction, and support as needed.
2. Establish FOB in Bella Bella – constituted at minimum one ER personnel (compliment to be assessed as requirements dictate)
    - ER personnel transited to Bella Bella via CCG Helicopter this morning to establish a FOB. This served to be a critical link in liaising with local reps. This is planned for tomorrow's operational period.
3. Establish 24 hour operational periods – assess pollution threat associated with Barge Zidel 277 and tug Jake Shearer; mitigate risk where appropriate.
    - The incident's operational period in 0700 – 0700, however ICP is unmanned between 1800 – 0700. During this time, a communication protocol has been setup between the tug Jake Shearer, and CCG. If either the tug or barge discharges oil, encounters any stability issues, or changes locations, it is to advice CCG in Port Hardy, as well as the Gordon Reid, ASAP.
    - UC continues to assess the pollution threat. Mitigation measure include:
        - Preventative containment booming around the tug
        - Standing-up of a virtual Environmental Unit
        - Creating a contingency plan for response in the event of discharge. This includes containment, recover and the storage of oil, equal to the potential volume of oil that could discharged.
4. Support Transport Canada assessment of Tug and Barge.
    - Through the ROC, the UC has utilised the Bella Bella LBS to assist in transiting the TC inspectors to and from Norman Morrison and Bella Bella.
5. Support transportation of UC membership as assessed safe to do so (to/from FOB AOR)
    - Completed.
6. Assess requirement for Environmental Unit – ready source agencies and gather preliminary sensitivity data.
    - A virtual EU has been stood up by BC MOE, ECCC, DFO, CCG and Heiltsuk. This team has had a productive coordination call (notes attached), and created various documents as a precautionary measure (232, sensitivity maps, trajectory).
7. Employ "Unified" communications strategy amongst UC leads – EOC to provide Communications support
    - Attached you'll find the IAP for tomorrow's operation. In regards to EOC communications, the UC is using a 209 (Status Summary) to document/communicate the incident, and the planned operations.

Personally, I really appreciate the use of this Regional Order, as it provides clear documented direction. As well, advises others in CCG of the significance of the incident, which I believe may help in any potential requests for support.

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Jeff Brady
Federal Incident Commander, Goose Island - 2017
Tel: 604-816-7432

From: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Sent: November-28-17 7:48 AM
To: Girouard, Roger; Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Main Ops Officer / Agent principal des Ops (DFO/MPO); Evans, Clay; Statham, Art; Murdock, Philip; Jourdenais, Marc; Brady, Jeff; Heap, David; McCann, Timothy (timothy.mccann@tc.gc.ca); Pickrell, Susan; Hughes, Sarah
Cc: NCC / CCN (DFO/MPO)
Subject: AMENDED REGIONAL ORDER: Jake Shearer Nov. 28th.docx
Importance: High

FOR ACTION: JEFF BRADY

FOR SA: ALL OTHERS

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1. Incident Name	2. Operational Period: (Date/Time)		RESOURCES AT RISK SUMMARY ICS-232
DGIR 172945 Tug Jake Shearer	From: 2017-11-28 0700-	To: 2100	

3. Environmentally-Sensitive Areas and Wildlife Issues

Site #	Priority	Site Name and/or Physical Location	Site Issues
		Aquatic Species – Norman Morrison	Halibut, Herring (juvenile), Black cod Rock cod, Salmon (juveniles), Octopus, Prawns, Yellow eye rockfish
		Harvest / Food - Norman Morrison	Clams, Cockles, Crab, Dungeness crab, Sea cucumber, Sea urchin
		Sensitive Vegetation	Eel Grass
		Shore Segment 1367	Small bay off the east side of Norman Morrison, high sensitivity to Diesel or Gasoline
		Coho Salmon	Species at risk known to be in the area
		Grey Whales	Known to be in the area
		Marbled Murrelet	SARA listed species in area

Narrative:

All sensitivities are confined to Norman Morrison Bay and immediate area. All species are known to be in the area and could be found anywhere in the bay.

Entire bay is part of a federal Marine Protected Area

4. Archaeo-cultural and Socio-economic Issues

Site #	Priority	Site Name and/or Physical Location	Site Issues
		Harvest / Food	Key food gathering in the area for local consumption and commercial operations
		Rock Art	No specific or known instances in the area but instances of rock are and other cultural modification are known and well documented in the larger area.
		Fish Weir / Traps	No specific or known instances in the area but instances of rock are and other cultural modification are known and well documented in the larger area.
		Archeological site	Site is located on spit of land between Norman Morrison and Strom Cove

Narrative:

Specific information on the known location of any cultural modifications to the area are being investigated and will be updated if any previously known sites are identified.

If any work needs to be completed in the intertidal or on land a local repesentitive (archeologist) needs to be present

There is always a possibility of discovering new cultural modification and any personal in the intertidal or on shore should be aware.

5. Prepared By: (Environmental Unit Leader) Dale Bull

Date/Time: 2017.11.28 1200hrs

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Environmental Meeting Teleconference

Incident: JAKE SHEARER
Date: November 28, 2017
Time: 0940-1000

- Dale Bull (BCMOE) seemed to have limited NEEC modelling information from the previous day. The focus is now on Norman Morrison Bay.
    - *Modelling and sensitivity information received from the NEEC yesterday was forwarded to the Regional Operations Centre, Jeff Brady, Philip Murdock, Brian Wootton, and [redacted] (WCMRC).*
- Call participants were eager to receive the modelling and sensitivity data compiled by the NEEC in order to compare it to their own data.
- Divers are stuck in Vancouver – flights are unable to land in Bella Bella. Unknown whether or not this is a commercial or private flight.
- There is nothing to indicate that fuel is coming out of the tank / vessel and barge was boomed overnight.
    - *2 CCG ER staff were on the Transport Canada 951 pollution overflight yesterday and flew the initial incident location and route of the vessel to its position at the time. No pollution was found.*
- Erika notes that it is not a breeding time of year for birds however there are some winter waterfowl in the area.

Action Items:

- Dale to talk to the RP for tankage size on the barge and tug to come up with a reasonable number for a potential release (a catastrophic release is unlikely).
- The NEEC will do another modelling once they receive this information.
- Dale will look into why the divers are stuck in Vancouver.
- Diana requests a compilation of resources (who and what is on scene)
- Erika (CWS) will compile a bird summary list and send to Dale and the NEEC.
- Dale will compile general details into an information package for the call participants by mid-afternoon.

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1. Incident Name	2. Operational Period to be covered by IAP (Date / Time)	IAP COVER SHEET
Goose Island 2017	From: Nov 28, 2017 / 00:[redacted] To: Nov 29, 2017 / 00:[redacted]	

3. Approved by:

[redacted] Harley Marine(Responsible Party [redacted]

Jeff Brady - CCG (Federal Incident Commander)

Megan Humchitt - Heiltsuk (First Nation Incident Commander)

John Kervel - BCMOE (Provincial Incident Commander)

INCIDENT ACTION PLAN

4. Prepared by: [redacted]

Date / Time: November 28, 2017 / 00:00

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1. Incident Name	2. Operational Period (Date / Time)	INCIDENT STATUS SUMMARY ICS 209-CG
Goose Island	From: To: Time of Report 11/27/2017 0600 11/28/2017 0600	

3. Type of Incident

	Oil Spill	☐	HAZMAT	☐	AMIO
☐	SAR/Major SART	☐	SI/Terrorism	☐	Natural Disaster
	Marine Disaster	☐	Civil Disturbance	☐	Military Outload
☐	Planned Event	☐	Maritime HLS/Prevention	☐	

4. Situation Summary as of Time of Report:

At 0600, the *Eagle Bay* departed Klemtu for Norman Morrison Bay to help assist with the response. Due to rough weather conditions, the *Eagle Bay* was forced to return to Klemtu to leave the boom skiff they carried behind, and then returned towards Norman Morrison Bay as planned.

The *Jake Shearer* and *Zidell 277* were anchored in Norman Morrison Bay at 1820, where they stayed secure throughout the night. The CCG's *Gordon Reid* stayed with them to oversee. There has been no pollution sighted.

WCMRC's trailers and barges have been stood down. The *Gil Sentinel* is positioned in Klemtu, waiting for a weather window to return to Prince Rupert. The *G.M. Penman* is in Port Hardy standing down.

Environmental Response have been monitoring for hydrocarbons; none have been detected.

Harley Marine Services is on scene in Norman Morrison Bay.

Overflights of Norman Morrison Bay have occurred. Nothing new to report; the situation remains the same. CCG 443 grounded in Port Hardy.

There was a transfer of product from one hold of the tug to another, to balance the vessel. There is still water getting into the vessel; it is still unclear how or where.

In the case that the *Jake Shearer* does have a leak, the *Eagle Bay* does have skimming capabilities, and enough storage to hold the 6000 gallons of fuel that is currently in the vessel.

Kaien Sentinel returned to Prince Rupert at 1500.

5. Future Outlook/Goals/Needs/Issues:

The UC is looking to ensure the response resources being utilized are appropriate for the situation at hand, and will be assessing throughout the rest of this operational period.

A liaison group is being formed today in Bella Bella with Provincial, CCG and Heiltsuk representatives. The UC is looking at the potential development of an IAP. The liaison group will be returning to Bella Bella on November 29th.

Divers (Hydra) are to be deployed to site tomorrow. Their Pacific Coastal charter flight out of South Terminal is at 1330 tomorrow to Bella Bella. A Heiltsuk vessel will be recruited to escort them to scene.

TC, Harvey Marine and Heiltsuk observer completing ongoing inspection.

The tug *Earl W. Redd* is planned to remove the barge *Zidell 277* once the barge is cleared by TC for transportation. This is currently not viable due to weather conditions.

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ICS Forms CCG – 202

INCIDENT OBJECTIVES	1. INCIDENT NAME Goose Island - 2017	2. DATE Nov 28, 18	3. TIME 0730

4. OPERATIONAL PERIOD (Date/Time)

5. INCIDENT OBJECTIVE(S):

Ensure safety of response personnel and public.
Control the potential source.
Manage an organized response effort.
Identify environmental sensitivities/risks, and maximize environmental protection needs.
Mitigate economic and social impacts.
Keep stakeholders and public apprised of pertinent updates, and in so doing manage their expectations.

6. LIMITATIONS AND CONSTAINTS:

Weather continues to limit operations. Helicopter and fixed wing aircraft will be limited to their operational capacity.

7. COMMAND DIRECTION FOR THE OPERATIONAL PERIOD:

Focus should be put on ensure clear communications between the Port Hardy ICP, Bella Bella, and the CCGS Gordon Reid.

8. GENERAL SITUATIONAL AWARENESS (Weather, General Safety Message)

Ensure small vessels, including those not tasked by UC, are checking in with the CCGS Gordon Reid. CCGS Gordon Reid should proactively reach out to vessels in Norman Morrison Bay.

9. CRITICAL INFORMATION REQUIREMENTS

1. Any injuries greater than first aid through Safety Officer
2. Change of status of the course or spill volume
3. Any incidents within the incident
4. Public health impacts
5. Shoreline oiling and impacted sensitive areas beyond protection
6. Any change to trajectories
7. Loss or delay of major tactical resources
8. Unplanned VIP visits en-route/planning/arriving
9. Adverse protest plans
10. Interview requests
11. Adverse political influence or social media trending
12. Confirmed wildlife impacts
13. Loss or breach of containment
14. Deliberate breach in security/safety zone or temporary flight restriction (TFR) area
15. Special requests from agencies
16. Air monitoring results exceeding action levels
17. Any Fishery/shellfish closures or advisories
18. Public facility closures such as parks, docks, boat ramps, ferries, roads, railroads, etc.

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ICS Forms CCG – 202

10. ATTACHMENTS (Check if Attached) ☐ Organization List (ICS CCG - 203) X Assignment List (ICS CCG – 204) ☐ Communications Plans	X Medical Plan (ICS CCG – 206) ☐ Incident Map ☐ Traffic Plan	☐ _____ ☐ _____ ☐ _____
11. PREPARED BY (Planning Section Chief)	**12. APPROVED BY** (Incident Commander)	

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ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/29/17	Branch: On Water Ops
	Time From: 08:00	Time To: 20:00	Division:
			Group:
			Staging Area:

4. Operations Personnel: Name — Contact Number(s)

Operations Section Chief: [redacted]

Branch Director: _____

Division/Group Supervisor: Cape St James OIC

5. Resources Assigned:		# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
Resource Identifier	Leader			
Cape St James (47' LE	Officer in Charge	4	[redacted]	Bella Bella Gov't dock

6. Work Assignments:

CCG Life Boat required to provide on scene support to ongoing incident in Norman Morrison Bay.

Vessel is required to support on scene as Safety Vessel, and platform for Heiltsuk observers.

Vessel is required to support TC Inspections as needed.

Vessel is required to check in with CCGS Gordon Reid.

7. Special Instructions:

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
Cape St James /	[redacted]
Incident Command Post	6048167432
/	
/	

9. Prepared by: Name: Jeff Brady Position/Title: Federal IC Signature: _____

ICS 204 | **IAP Page** ____ Date/Time: _____

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ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/29/17	Branch: On- Water Ops
	Time From: 0800	Time To: 20:00	

4. Operations Personnel: Name — Contact Number(s)

Operations Section Chief: [redacted]

Branch Director: _____

Division/Group Supervisor: _____

Division:

Group:

Staging Area:

5. Resources Assigned:

Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
CCGS Gordon Ried	Captain	20	[redacted]	

6. Work Assignments:

Provide on scene support to ongoing incident in Norman Morrison Bay.

Ship is required for On Scene Command.

Track all vessel movements within the incident site.

Provide Situation Reports 1100 / 1400 (to include wx, events & vessels on scene)

7. Special Instructions:

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
On Scene Coordinator (CCGS Gordon)	[redacted]
Incident Command Post	6048167432
/	
/	

9. Prepared by: Name: Jeff Brady Position/Title: Federal IC Signature: _____

ICS 204	IAP Page ____	Date/Time: _____

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ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Goose Island	Date From: 11/29/17	Date To: 11/29/17	**Branch:** AIR OPS
	Time From: 08:00	Time To: 20:00	**Division:** Helicopter Ops
			Group: CCG
			Staging Area: YZT Port Hardy Airport

4. Operations Personnel: Name — Contact Number(s)

Operations Section Chief: [redacted]

Branch Director: Michael Martens [redacted]

Division/Group Supervisor:

5. Resources Assigned: Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
CCG 443 Helicopter	(Pilot)Dave Ferguson	5max	Dave ferguson [redacted]	Helicopter immersion suit or
				cruiser suit required to fly
				N.O.K. information required
				Name,address, phone #
CCG 440 Helicopter	(Pilot) [redacted]	5max	through ROC	YZT Port Hardy Airport
				transport personnel and equi

6. Work Assignments:

Transport responders, Federal and Provincial Government staff to Bella Bella (CBBC) airport and to the barge site as required.

Daylight hours only.

7. Special Instructions:

Next Of Kin information must be provided to the CCG Regional Operations Center (ROC) prior to boarding the aircraft.

All transport on CCG aircraft should be arranged through Michael Martens and passengers from Bella Bella and Port Hardy must arrange to be at the Airport when scheduled.

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
VHF 83A /	CCG 443 Pilot cell phone number [redacted]
Air Ops /	[redacted] Michael Martens
/	
/	

9. Prepared by: Name: Michael Martens Position/Title: Air Ops Branch direct Signature:

ICS 204	IAP Page ____	Date/Time: November 27, 2017

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1. Incident Name	2. Operational Period (Date / Time)	ASSIGNMENT LIST ICS 204-OS
S-17-0011	From: November 28, 2017 / 05:30 To: Nov 28, 2017 / 17:30	

3. Branch	4. Division/Group
On Water Recovery	GM Penman

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	[redacted]	WCMRC [redacted]	
Branch Director:			
Division/Group Supervisor:	[redacted]	WCMRC [redacted]	

6. Resources Assigned This Period — "X" indicates 204a attachment with special instructions

Strike Team / Task Force / Resource Identifier	Leader	Contact Info. #	# of Persons	Notes / Remarks	
GM Penman	[redacted]	[redacted]	4		☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Assignments

Crew of GM Penman to report to the vessel at 0730 and await further instructions from UC.

8. Special Instructions for Division / Group

9. Communications (radio and / or phone contact numbers needed for this assignment)

Name / Function	Radio: Freq. / System / Channel	Phone	Pager
CCG Gordon Reid/ On scene commander	VHF 16		
[redacted]	UHF 3		

Emergency Communications

Medical CCG Gordon Reid Evacuation CCG Gordon Reid Other

10. Prepared By:	Date / Time	11. Approved By:	Date / Time
[redacted]	November 27, 2017 / 17:19		

ASSIGNMENT LIST June 2000 ICS 204-OS

Resources Unit –> Documentation Unit –> Planning Section

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1. Incident Name	2. Operational Period (Date / Time)	ASSIGNMENT LIST ICS 204-OS
S-17-0011	From: November 28, 2017 / 05:30 To: Nov 28, 2017 / 17:30	

3. Branch	4. Division/Group
On Water Recovery	Eagle Bay

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	[redacted]	WCMRC [redacted]	
Branch Director:			
Division/Group Supervisor:	[redacted]	WCMRC [redacted]	

6. Resources Assigned This Period — "X" indicates 204a attachment with special instructions

Strike Team / Task Force / Resource Identifier	Leader	Contact Info. #	# of Persons	Notes / Remarks	
Eagle Bay	[redacted]	[redacted]	4		☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Assignments

Eagle Bay to depart Klemtu for Shearwater to arrive at 0800. Maintain station at Norman Morrison Bay and prepare to begin recovery operations in the event of a release.

8. Special Instructions for Division / Group

9. Communications (radio and / or phone contact numbers needed for this assignment)

Name / Function	Radio: Freq. / System / Channel	Phone	Pager
CCG Gordon Reid/On Scene Commander	VHF 16		
[redacted]	UHF 3		

Emergency Communications

Medical CCG Gordon Reid Evacuation CCG Gordon Reid Other

10. Prepared By:	Date / Time	11. Approved By:	Date / Time
[redacted]	November 27, 2017 / 17:50		

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ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/29/17	Branch: On Water Ops
	Time From: 08:00	Time To: 20:00	

4. Operations Personnel: Name / Contact Number(s)

Operations Section Chief: [redacted]

Branch Director:

Division/Group Supervisor: Cape St James OIC

Division:

Group:

Staging Area:

5. Resources Assigned:

Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
Cape St James (47' LE	Officer in Charge	4	[redacted]	Bella Bella Gov't dock

6. Work Assignments:

CCG Life Boat required to provide on scene support to ongoing incident in Norman Morrison Bay.

Vessel is required to support on scene as Safety Vessel, and platform for Heiltsuk observers.

Vessel is required to support TC Inspections as needed.

Vessel is required to check in with CCGS Gordon Reid.

7. Special Instructions:

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
Cape St James /	[redacted]
Incident Command Post	6048167432
/	
/	

9. Prepared by: Name: Jeff Brady Position/Title: Federal IC Signature:

ICS 204 | **IAP Page** _____ Date/Time:

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ICS 204
Assignment List

Purpose. The Assignment List(s) (ICS 204) informs Division and Group supervisors of incident assignments. Once the Command and General Staffs agree to the assignments, the assignment information is given to the appropriate Divisions and Groups.

Preparation. The ICS 204 is normally prepared by the Resources Unit, using guidance from the Incident Objectives (ICS 202), Operational Planning Worksheet (ICS 215), and the Operations Section Chief. It must be approved by the Incident Commander, but may be reviewed and initialed by the Planning Section Chief and Operations Section Chief as well.

Distribution. The ICS 204 is duplicated and attached to the ICS 202 and given to all recipients as part of the Incident Action Plan (IAP). In some cases, assignments may be communicated via radio/telephone/fax. All completed original forms must be given to the Documentation Unit.

Notes:

- The ICS 204 details assignments at Division and Group levels and is part of the IAP.
- Multiple pages/copies can be used if needed.
- If additional pages are needed, use a blank ICS 204 and repaginate as needed.

Block Number	Block Title	Instructions
1	**Incident Name**	Enter the name assigned to the incident.
2	**Operational Period** • Date and Time From • Date and Time To	Enter the start date (month/day/year) and time (using the 24-hour clock) and end date and time for the operational period to which the form applies.
3	**Branch** **Division** **Group** **Staging Area**	This block is for use in a large IAP for reference only. Write the alphanumeric abbreviation for the Branch, Division, Group, and Staging Area (e.g., "Branch 1," "Division D," "Group 1A") in large letters for easy referencing.
4	**Operations Personnel** • Name, Contact Number(s) – Operations Section Chief – Branch Director – Division/Group Supervisor	Enter the name and contact numbers of the Operations Section Chief, applicable Branch Director(s), and Division/Group Supervisor(s).
5	**Resources Assigned**	Enter the following information about the resources assigned to the Division or Group for this period:
	• Resource Identifier	The identifier is a unique way to identify a resource (e.g., ENG-13, IA-SCC-413). If the resource has been ordered but no identification has been received, use TBD (to be determined).
	• Leader	Enter resource leader's name.
	• # of Persons	Enter total number of persons for the resource assigned, including the leader.
	• Contact (e.g., phone, pager, radio frequency, etc.)	Enter primary means of contacting the leader or contact person (e.g., radio, phone, pager, etc.). Be sure to include the area code when listing a phone number.
5 (continued)	• Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information	Provide special notes or directions specific to this resource. If required, add notes to indicate: (1) specific location/time where the resource should report or be dropped off/picked up; (2) special equipment and supplies that will be used or needed; (3) whether or not the resource received briefings; (4) transportation needs; or (5) other information.

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Block Number	Block Title	Instructions
6	**Work Assignments**	Provide a statement of the tactical objectives to be achieved within the operational period by personnel assigned to this Division or Group.
7	**Special Instructions**	Enter a statement noting any safety problems, specific precautions to be exercised, dropoff or pickup points, or other important information.
8	**Communications** (radio and/or phone contact numbers needed for this assignment) • Name/Function • Primary Contact: indicate cell, pager, or radio (frequency/system/channel)	Enter specific communications information (including emergency numbers) for this Branch/Division/Group. If radios are being used, enter function (command, tactical, support, etc.), frequency, system, and channel from the Incident Radio Communications Plan (ICS 205). Phone and pager numbers should include the area code and any satellite phone specifics. In light of potential IAP distribution, use sensitivity when including cell phone number. Add a secondary contact (phone number or radio) if needed.
9	**Prepared by** • Name • Position/Title • Signature • Date/Time	Enter the name, ICS position, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

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ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/29/17	Branch: On- Water Ops
	Time From: 0800	Time To: 20:00	Division:
			Group:
			Staging Area:

4. Operations Personnel: Name — Contact Number(s)

Operations Section Chief: [redacted]

Branch Director: _____

Division/Group Supervisor: _____

5. Resources Assigned:		# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
Resource Identifier	Leader			
CCGS Gordon Ried	Captain	20	[redacted]	

6. Work Assignments:

Provide on scene support to ongoing incident in Norman Morrison Bay.

Ship is required for On Scene Command.

Track all vessel movements within the incident site.

Provide Situation Reports 1100 / 1400 (to include wx, events & vessels on scene)

7. Special Instructions:

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
On Scene Coordinator (CCGS Gordon R	[redacted]
Incident Command Post	6048167432
/	
/	

9. Prepared by: Name: Jeff Brady Position/Title: Federal IC Signature: _____

ICS 204 | **IAP Page** _____ Date/Time: _____

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1. Incident Name	2. Operational Period to be covered by IAP (Date / Time)	IAP COVER SHEET
Goose Island 2017	From: Nov 28, 2017 / 00:(To: Nov 29, 2017 / 00:(	

3. Approved by: [redacted] Harley Marine(Responsible Party D[redacted]

Jeff Brady - CCG (Federal Incident Commander)

Megan Humchitt - Heiltsuk (First Nation Incident Commander)

John Kervel - BCMOE (Provincial Incident Commander)

INCIDENT ACTION PLAN

4. Prepared by: [redacted]

Date / Time: November 28, 2017 / 00:00

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IAP COVER SHEET

Special Note. This optional form acts as a cover sheet for the completed Incident Action Plan (IAP) described below. Two versions of this cover sheet are included; either can be used. One version includes check boxes for forms included in the IAP, while the other version leaves a large blank area for user comments or graphics.

Purpose. An Incident Action Plan (IAP) contains general control objectives reflecting the overall incident strategy and specific action plans for the next operational period. The Unified Command, Command Staff, and General Staff develop the IAP. When all attachments are included, the plan:

– specifies the objectives for the next operational period;
– defines the work assignments for the next operational period, including extracts of site-specific safety messages (Note: the Site Safety Plan is generally a stand-alone document and is not included in the IAP);
– defines the resources needed to accomplish the work order;
– depicts how all response personnel are to be organized;
– lists radio and telephone communications for all incident personnel;
– specifies a medical plan to follow in case of a responder emergency;
– identifies resources at risk.

Preparation. The Planning Section Chief compiles the IAP, with key tactical input from the Operations Section Chief. The Plan is to be completed following each Planning Meeting. The plan should be approved and signed by each member of the Unified Command.

Distribution. Sufficient copies of the IAP will be reproduced and given to all supervisory personnel at the Section, Branch, Division/Group, and Unit Leader levels. The original IAP MUST be given to the Documentation Unit.

Item #	Item Title	Instructions
1.	Incident Name	Enter the name assigned to the incident.
2.	Operational Period	Enter the time interval for which the form applies. Record the start and end date and time.
3.	Approved by	Signatures of approval must be obtained from each Unified Commander.
4.	Prepared By Date/Time	Enter name and title of the person preparing the form. Enter date (month, day, year) and time prepared (24-hour clock).

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ICS Forms CCG – 202

INCIDENT OBJECTIVES	1. INCIDENT NAME Goose Island - 2017	2. DATE Nov 28, 18	3. TIME 0730

4. OPERATIONAL PERIOD (Date/Time)

5. INCIDENT OBJECTIVE(S):

Ensure safety of response personnel and public.
Control the potential source.
Manage an organized response effort.
Identify environmental sensitivities/risks, and maximize environmental protection needs.
Mitigate economic and social impacts.
Keep stakeholders and public apprised of pertinent updates, and in so doing manage their expectations.

6. LIMITATIONS AND CONSTAINTS:

Weather continues to limit operations. Helicopter and fixed wing aircraft will be limited to their operational capacity.

7. COMMAND DIRECTION FOR THE OPERATIONAL PERIOD:

Focus should be put on ensure clear communications between the Port Hardy ICP, Bella Bella, and the CCGS Gordon Reid.

8. GENERAL SITUATIONAL AWARENESS (Weather, General Safety Message)

Ensure small vessels, including those not tasked by UC, are checking in with the CCGS Gordon Reid. CCGS Gordon Reid should proactively reach out to vessels in Norman Morrison Bay.

9. CRITICAL INFORMATION REQUIREMENTS

1. Any injuries greater than first aid through Safety Officer
2. Change of status of the course or spill volume
3. Any incidents within the incident
4. Public health impacts
5. Shoreline oiling and impacted sensitive areas beyond protection
6. Any change to trajectories
7. Loss or delay of major tactical resources
8. Unplanned VIP visits en-route/planning/arriving
9. Adverse protest plans
10. Interview requests
11. Adverse political influence or social media trending
12. Confirmed wildlife impacts
13. Loss or breach of containment
14. Deliberate breach in security/safety zone or temporary flight restriction (TFR) area
15. Special requests from agencies
16. Air monitoring results exceeding action levels
17. Any Fishery/shellfish closures or advisories
18. Public facility closures such as parks, docks, boat ramps, ferries, roads, railroads, etc.

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ICS Forms CCG – 202

10. ATTACHMENTS (Check if Attached) ☐ Organization List (ICS CCG - 203) X Assignment List (ICS CCG – 204) ☐ Communications Plans	X Medical Plan (ICS CCG – 206) ☐ Incident Map ☐ Traffic Plan	☐ _____ ☐ _____ ☐ _____
11. PREPARED BY (Planning Section Chief)	**12. APPROVED BY** (Incident Commander)	

DRAFT

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ICS Forms CCG – 202

Purpose. The Incident Objectives (ICS 202) describes the basic incident strategy, incident objectives, command emphasis/priorities, critical information requirements and safety considerations for use during the next operational period.

Preparation. The briefing form is prepared by the Incident Commander for presentation to the incoming Incident Commander along with a more detailed oral briefing.

Distribution. The ICS 202 may be reproduced with the IAP and may be part of the IAP and given to all supervisory personnel at the Section, Branch, Division/Group, and Unit levels. All completed original forms must be given to the Documentation Unit.

Notes:

- The ICS 202 is part of the IAP and can be used as the opening or cover page.
- If additional pages are needed, use a blank ICS 202 and repaginate as needed.

Block Number	Block Title	Instructions
1	**Incident Name**	Enter the name assigned to the incident. If needed, an incident number can be added.
2	**Date**	Enter date prepared (month/day/year).
3	**Time**	Enter time prepared (using the 24-hour clock).
4	**Operational Period (Date/Time)**	Enter the start date (month/day/year) and time (using the 24-hour clock) and end date and time for the operational period to which the form applies.
5	**Incident Objective(S)**	Enter clear, concise statements of the objectives for managing the response. Ideally, these objectives will be listed in priority order. These objectives are for the incident response for this operational period as well as for the duration of the incident. Include alternative and/or specific tactical objectives as applicable. Objectives should follow the SMART model or a similar approach: **S**pecific – Is the wording precise and unambiguous? **M**easurable – How will achievements be measured? **A**ction-oriented – Is an action verb used to describe expected accomplishments? **R**ealistic – Is the outcome achievable with given available resources? **T**ime-sensitive – What is the timeframe?
6	**Limitations and Constraints**	Enter the limitations or constraints which impact upon the conduct of the incident response. (ie regulatory limitations, constraints placed on the incident from senior CCG leadership).
7	**Command direction for the operational period**	Enter command direction for the operational period This may include tactical priorities or it may be a sequence of events or order of events to address. This is not a narrative on the objectives, but a discussion about where to place

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		emphasis if there are needs to prioritize based on the Incident Commander's or Unified Command's direction.
8	**General Situational Awareness (Weather, General Safety Message)**	General situational awareness may include a weather forecast, incident conditions, and/or a general safety message. If a safety message is included here, it should be reviewed by the Safety Officer to ensure it is in alignment with the Safety Message/Plan (ICS 208).
9	**Critical Information Requirments**	Enter clear, concise statements of critical information requirements for the response. These requirements are for the incident response for this operational period and for the duration of the incident. Listed in order of importance.
10	**Attachments (Check if Attached)**	Check appropriate forms and list other relevant documents that are included in the IAP.
11	**Prepared By (Planning Section Chief)**	Enter the name, ICS position, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).
12	**Approved By (Incident Commander)**	In the case of a Unified Command, one IC may approve the ICS 202. If additional IC signatures are used, attach a blank page.

DRAFT

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Canadian Wildlife Service
Environment and Climate Change Canada
Habitat and Migratory Bird Species Interests
Jake Shearer and barge, Norman Morison Bay, BC
– Preliminary Report –
28 November 2017

Data in this preliminary report were derived from technical sources and from consultation with Environment and Climate Change Canada (ECCC) species experts. This information represents ECCC's Canadian Wildlife Service (CWS) current knowledge of habitats and ecosystems in the area. However, this does not mean that areas not identified have no value. Areas not identified may still be important to migratory birds but currently lack associated data to confirm their value

This information does not waive any obligations to comply with relevant legislation related to birds such as the *Species at Risk Act* (SARA) or the *Migratory Birds Convention Act 1994* (MBCA).

Some bird species are protected by the provincial Wildlife Act and not the MBCA. Several of these species are included in this list, but raptors (such as bald eagles and peregrine falcons) and other coastal birds (kingfishers, crows, and ravens) are not included and the BC Ministry of Forests, Lands, and Natural Resource Operations Fish and Wildlife Branch should be consulted.

Preparedness for the operation may include the development of a site-specific wildlife response plan, including requirements for permitting, plans for hazing or deterrence, as well as a capture, treatment (rehabilitation or euthanasia), and carcass collection plan. CWS can work with the response organization on developing these plans. Please contact Erika Lok at erika.lok@canada.ca or Andrea Norris at andrea.norris@canada.ca for more information.

Migratory Birds

The number of birds required for a species to be considered in significant numbers depends on the species, and the number of birds in an area can vary from a few individuals to several thousand depending on the species, exact time of year, and weather conditions. An on-site survey would be needed in order to confirm the actual species and numbers present in the area at the time of an incident.

The Bella Bella area, including Norman Morison Bay, and the adjacent Raymond Channel and Seaforth Channel, is a productive and valuable ecosystem (Figures 1 and 2). It provides wintering, migration, feeding and breeding habitats for seabirds, as well as for raptors, passerines and other species. In general, birds present in the area in November to December will include fall migrants, as well as birds returning to their winter range. In general, it is common to see pulses and congregations of birds during fall migration as the birds move to wintering habitat for the winter/non-breeding period. Fall surveys in Seaforth Channel and surrounds in 2016 observed numerous waterbirds in the area, including gulls, cormorants, grebes, loons, geese, ducks (scoters, goldeneye, mergansers, harlequin ducks), shorebirds (phalaropes,

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turnstones and oystercatchers), as well as seabirds (Rhinoceros Auklets, Pigeon Guillemot, Marbled Murrelet) and Great Blue Heron.

Species at Risk

Marbled Murrelet (Threatened, SARA schedule 1), and Great Blue Heron (Special Concern, SARA schedule 1) occur in the area year round. Terrestrial (breeding) critical habitat for Marbled Murrelet is located nearby, but the birds use the marine areas year round. The Marine Bird Area of Interest (MBAOI) in Raymond Channel in Figure 3 is identified based on Marbled Murrelet marine habitat use.

Estuaries

There are no Pacific Estuary Conservation Program identified estuaries in the immediate area around Norman Morison Bay, however, all estuaries have significant ecological values in all seasons and should be considered a priority for protection.

Important Bird Areas

Goose Island Group and Banks

http://www.ibacanada.ca/site.jsp?siteID=BC105

The Goose Island Group and Banks is a BirdLife International Important Bird Area designated in the region, IBAs are identified according to their significance (based on international bird population and habitat thresholds) as either globally, continentally, or nationally significant. Bird Studies Canada coordinates volunteer custodians assigned to all IBAs that could be valuable assistance.

The Goose Island Group and Banks IBA site qualifies as a nationally significant site for Black Oystercatcher. Surveys in 1988 found 17 pairs, which is about 2% of the Canadian population. Marbled Murrelets, a nationally threatened species, were seen on the water during surveys in 1988 and 1990, with 129 and 100 birds recorded, respectively.

The complex nearshore waters contain diverse fish populations, which provide a rich environment for marine-associated birds during spring and summer. Generally, the shallow waters (<200 m deep) over the continental shelf support the highest pelagic bird numbers. Shipboard surveys along the coast have identified Goose Banks as one of the areas that supports high concentrations of pelagic birds. Although the precise number of birds using these banks is unknown, during spring there is a significant nearshore migration of Sooty Shearwaters and Red-necked and Red phalaropes.

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1. Incident Name	2. Operational Period (Date/Time)	Time of Report	INCIDENT STATUS SUMMARY ICS 209-OS
Goose Island	From: 11/28/2017 0600 To: 11/29/2017 0600		

3. Spill Status (Estimated, in Barrels) [Ops & EUL/SSC]

Source Status: Remaining Potential (bbl): ____

☒ Secured Rate of Spillage (bb/hr): ____

☐ Unsecured

	Since Last Report	Total
Volume Spilled	0	0
Mass Balance/Oil Budget		
Recovered Oil	0	
Evaporation	0	
Natural Dispersion	0	
Chemical Dispersion	0	
Burned	0	
Floating, Contained	0	
Floating, Uncontained	0	
Onshore	0	
Total spilled oil accounted for:		

4. Waste Management (Estimated) [Ops/Disposal]

	Recovered	Stored	Disposed
Oil (bbl)			
Oily Liquids (bbl)			
Liquids (bbl)			
Oily Solids (tons)			
Solids (tons)			

5. Shoreline Impacts (Estimated, in miles) [PSC/EUL/SSC]

Degree of Oiling	Affected	Cleaned	To Be Cleaned
Light			
Medium			
Heavy			
Total			

6. Wildlife Impacts [Ops/Wildlife Br.]

Numbers in () indicate subtotal that are threatened/endangered species.

	Captured	Cleaned	Released	DOA	Died in Facility: Euth.	Died in Facility: Other
Birds						
Mammals						
Reptiles						
Fish						
Total						

7. Safety Status [Safety Officer]

	Since Last Report	Total
Responder Injury		
Public Injury		

8. Equipment Resources [RUL]

Description	Ordered	Available/ Staged	Assigned	Out of Service
Spill Resp. Vsls				
Fishing Vessels				
Tugs	3	3	3	
Barges	1	1		
Other Vessels				
Skimmers	1	1		
Boom (ft.)	4,000	2,000	400	
Sbnt/Snr Bm. (ft.)				
Vacuum Trucks				
Helicopters	1			
Fixed Wing	1			

9. Personnel Resources [RUL]

Description	People in Cmd. Post	People in the Field	Total People On Scene
Federal	4		4
State	1		1
Local	1		1
RP	2		2
Contract Personnel	2	8	10
Volunteers			
Total Response Personnel from all Organizations:			18

10. Special Notes

Currently there is no oil or sheen present. The assets for oil recover are for contingency planning purposes only.

11. Prepared by: (Situation Unit Leader)

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INCIDENT STATUS SUMMARY (ICS FORM 209-OS)

Purpose. The Status Summary:

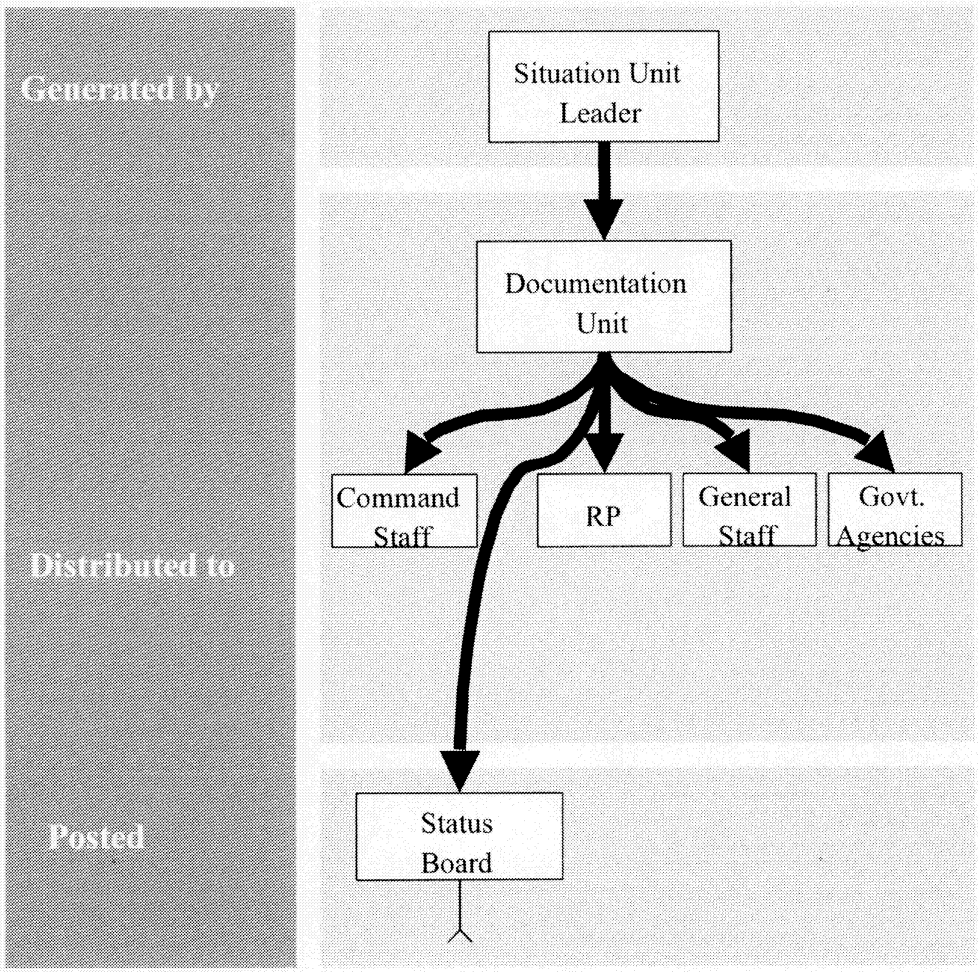
1. Is used by Situation Unit personnel for posting information on Status Boards.
2. Is duplicated and provided to Command Staff members, giving them basic information for planning for the next operational period.
3. Provides information to the Information Officer for preparing news media releases.
4. Summarizes incident information for local and off-site coordination centers.

Preparation. The Status Summary is prepared by the Situation Unit. Resources information should be obtained from the Resources Unit. It may be scheduled for presentation to the Planning Section Chief and other General Staff members prior to each Planning Meeting and may be required at more frequent intervals by the Unified Command or Planning Section Chief. Suggested sources of information are noted in brackets.

Note: The values on the ICS form 209-OS are the best available estimates at the Time of Report (Item # 2 on form). This form is usually in high demand and should be filled out early and often. A suggested source within the ICS organization is noted in brackets [ ] at the top right of each section of the form. All fields need not be completed in order to distribute the form.

Distribution. When completed, the form is duplicated and copies are distributed to the Unified Command and staff, and all Section Chiefs, Planning Section Unit Leaders, and the Joint Information Center. It is also posted on a status board located at the ICP.

All completed original forms MUST be given to the Documentation Unit.



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1. Incident Name	2. Operational Period (Date / Time)	3. Check-in Location	CHECK-IN LIST (Personnel) ICS 211p-OS
Goose Island	From: Nov 28, 2017 / 06:00 To: Nov 29, 2017 / 06:00	☑ Command Post ☐ Other ☐ Staging Area ___	

Personnel Check-in Information

4. Name	5. Company / Agency	6. ICS Section / Assignment / Quals.	7. Contact Information	8. Initial Incident Check-In? (X)	9. Time In	9. Time Out
[redacted]	WCMRC	Operations/Documentation	[redacted]	☐	07:00	
	WCMRC	Operations/Section Chief		☐	07:00	
	WCMRC	Safety		☐	07:00	
				☐		
				☐		
				☐		
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10. Prepared by:	Date / Time	11. Date / Time Sent to Resources Unit
[redacted]	November 28, 2017 / 10:00	

CHECK-IN LIST (Personnel) June 2000 ICS 211p-OS

Original: Check-In Copies: (2) Resources Unit (3) Finance/Admin. (4) Documentation Electronic version: NOAA 1.0 June 1, 2000

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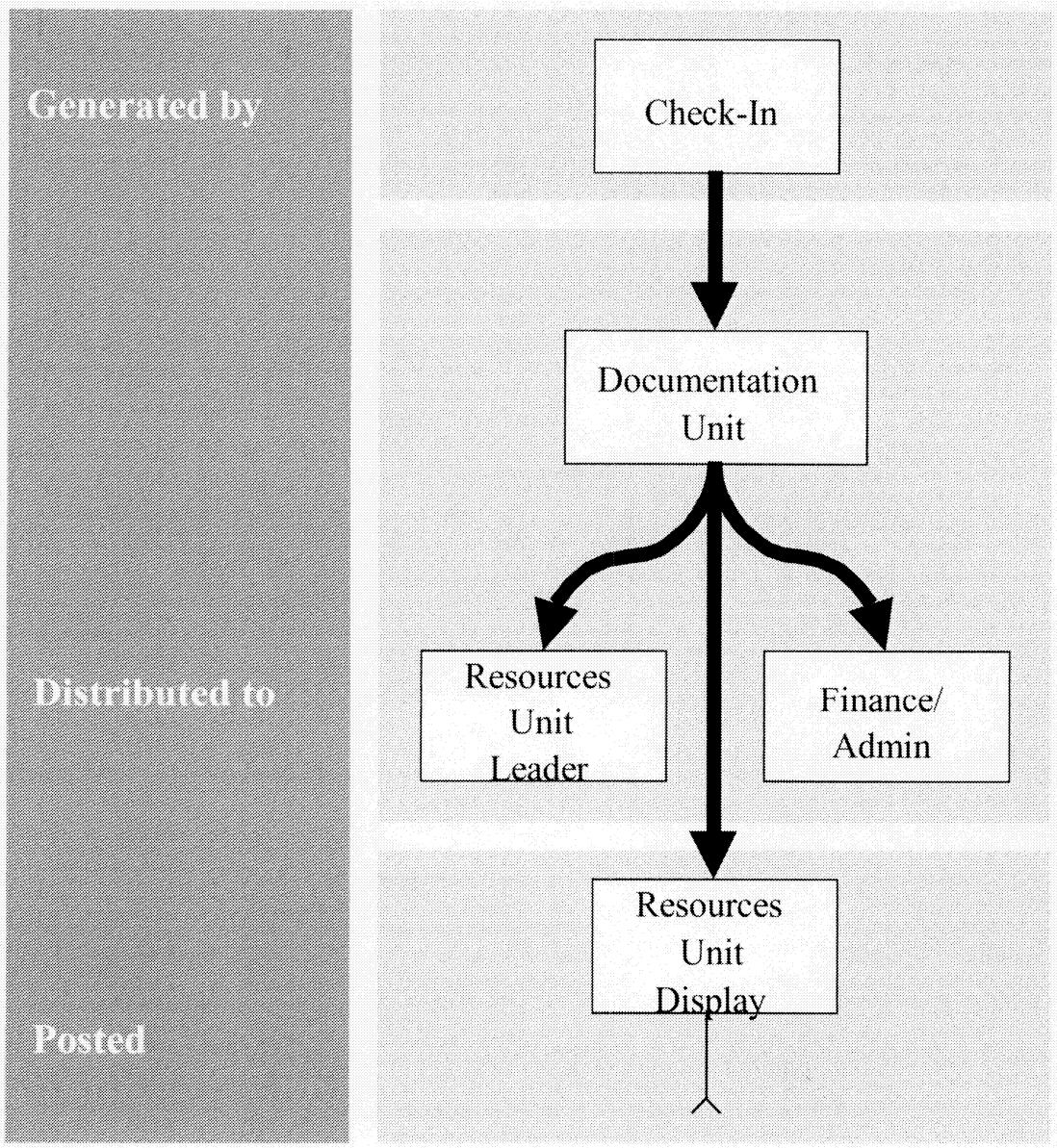
CHECK-IN LIST Personnel (ICS FORM 211p-OS)

Special Note. This form is used for personnel check-in only.

Purpose. Personnel arriving at the incident can be checked in at various incident locations. Check-in consists of reporting specific information that is recorded on the form.

Preparation. The Check-In List is initiated at a number of incident locations including staging areas, base, camps, helibases, and ICP. Managers at these locations record the information and give it to the Resources Unit as soon as possible.

Distribution. Check-In Lists are provided to both the Resources Unit and the Finance/Administration Section. The Resources Unit maintains a master list of all equipment and personnel that have reported to the incident. All completed original forms MUST be given to the Documentation Unit.



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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name S-17-0011 GOOSE ISLAND	2. Operational Period (Date / Time) From: NOV 28 0700 To: NOV 29 0700	3. Check-in Location ☐ Command Post ☐ Staging Area ___ ☑ Other ___	CHECK-IN LIST (Personnel) ICS 211p-OS

Personnel Check-in Information

4. Name	5. Company / Agency	6. ICS Section / Assignment / Quals.	7. Contact Information	8. Initial Incident Check-In? (X)	9. Time In	9. Time Out
[redacted]	WCMRC	Eagle Bay Sentinel		☐		
	↓	↓	Shearwater	☐		
	↓	↓		☐		
	WCMRC Casual	↓		☐		
				☐		
	WCMRC	Gill Sentinel	Klemtu.	☐		
	↓	↓		☐		
				☐		
				☐		
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				☐		
				☐		
				☐		

10. Prepared by: [redacted]	Date / Time NOV 28 1109	11. Date / Time Sent to Resources Unit NOV 28/17 Emailed 1115

CHECK-IN LIST (Personnel) June 2000 ICS 211p-OS

Original: Check-In Copies: (2) Resources Unit (3) Finance/Admin. (4) Documentation Electronic version: NOAA 1.0 June 1, 2000

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Wong, Sara

From: Martens, Michael
Sent: November-28-17 9:02 AM
To: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: Tasking Bella Bella lifeboat

Good Morning ROC

I would like to make a tasking request to have the Bella Bella MLB crew meet 2 Transport Canada Inspectors and possibly one or two observers (to be determined), delivered to the tug "Jake shearer" in Norman Morrison Bay. They will meet their passengers at the government dock in Bella Bella at approximately 13:30.

Please contact me if this creates a problem.

Regards,

Michael Martens

Senior Response Officer
Canadian Coast Guard
Environmental Response
4260 Inglis Dr. Richmond B.C. V7B-1L7
(604)270-7143
michael.martens@dfo-mpo.gc.ca

REPORT MARINE POLLUTION 1(800) 889-8852

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Wong, Sara

From: Martens, Michael
Sent: November-28-17 9:17 AM
To: Brady, Jeff
Subject: FW: Tasking 11936 Assist Transport Canada

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November-28-17 9:17 AM
To: XPAC CCG Station Bella Bella
Cc: Martens, Michael
Subject: Tasking 11936 Assist Transport Canada

Good day.

New tasking issued in iFleet for Bella Bella station 17-13 patrol:

W17-11936 Please arrange to assist Transport Canada personnel with transportation from Bella Bella to the Jake Shearer site

Thanks

Chris Wyman
Operations Officer, Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria, V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

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Wong, Sara

From: Martens, Michael
Sent: November-28-17 2:56 PM
To: [redacted]
Subject: ICS 204 Air OPS
Attachments: ICS 204 Jake Shearer Helicopter (2).pdf

Hello [redacted]

I forgot to send this to you yesterday. This was the 204 for the helicopter. My apologies. I will send you a new one for the next operational period (November 29).

Michael Martens

Senior Response Officer
Canadian Coast Guard
Environmental Response
4260 Inglis Dr. Richmond B.C. V7B-1L7
(604)270-7143
michael.martens@dfo-mpo.gc.ca

REPORT MARINE POLLUTION 1(800) 889-8852

s.16(2)
s.19(1)

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ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/28/17	Branch: AIR OPS
	Time From: 08:00	Time To: 20:00	Division: Helicopter Ops
			Group: CCG
			Staging Area: YZT Port Hardy Airport

4. Operations Personnel: Name / Contact Number(s)

Operations Section Chief: _____

Branch Director: Michael Martens

Division/Group Supervisor: _____

5. Resources Assigned: Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
CCG 443 Helicopter	(Pilot)Dave Ferguson	3	Dave ferguson [redacted]	Helicopter immersion suit or
				cruiser suit required to fly
				N.O.K. information required
				Name,address, phone #
CCG 440 Helicopter	(Pilot) Randy	2	through ROC	YZT Port Hardy Airport
				transport [redacted] to Bella B

6. Work Assignments:

Transport responders, Federal and Provincial Government staff to Bella Bella (CBBC) airport and to the barge site as required.

Daylight hours only.

7. Special Instructions:

Next Of Kin information must be provided to the CCG Regional Operations Center (ROC) prior to boarding the aircraft.

All transport on CCG aircraft should be arranged through Michael Martens and passengers from Bella Bella and Port Hardy must arrange to be at the Airport when scheduled.

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
VHF 83A /	CCG 443 Pilot cell phone number [redacted]
Air Ops /	[redacted] Michael Martens
/	
/	

9. Prepared by: Name: Michael Martens Position/Title: Air Ops Branch direct Signature: _____

ICS 204 | **IAP Page** _____ Date/Time: November 27, 2017

Pages 1011 to / à 1012

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

Wong, Sara

From: Brady, Jeff
Sent: November-28-17 3:12 PM
To: [redacted]
Cc: Martens, Michael
Subject: 204's for the 29th
Attachments: 204 - CCG Safety Vessel.pdf; 204 - CCGS Gordon Reid.pdf

For the IAP.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

s.16(2)
s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/29/17	Branch: On- Water Ops
	Time From: 0800	Time To: 20:00	

4. Operations Personnel: Name / Contact Number(s)

Operations Section Chief: [redacted]

Branch Director: _____

Division/Group Supervisor: _____

Division:

Group:

Staging Area:

5. Resources Assigned:

Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
CCGS Gordon Ried	Captain	20	[redacted]	

6. Work Assignments:

Provide on scene support to ongoing incident in Norman Morrison Bay.

Ship is required for On Scene Command.

Track all vessel movements within the incident site.

Provide Situation Reports 1100 / 1400 (to include wx, events & vessels on scene)

7. Special Instructions:

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
On Scene Coordinator (CCGS Gordon)	[redacted]
Incident Command Post	6048167432
/	
/	

9. Prepared by: Name: Jeff Brady Position/Title: Federal IC Signature: _____

ICS 204 | **IAP Page** _____ Date/Time: _____

Pages 1015 to / à 1016

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ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Jake Shearer	Date From: 11/28/17	Date To: 11/29/17	Branch: On Water Ops
	Time From: 08:00	Time To: 20:00	

4. Operations Personnel: Name / Contact Number(s)

Operations Section Chief: [redacted]

Branch Director:

Division/Group Supervisor: Cape St James OIC

Division:

Group:

Staging Area:

5. Resources Assigned:

Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
Cape St James (47' LE	Officer in Charge	4	[redacted]	Bella Bella Gov't dock

6. Work Assignments:

CCG Life Boat required to provide on scene support to ongoing incident in Norman Morrison Bay.

Vessel is required to support on scene as Safety Vessel, and platform for Heiltsuk observers.

Vessel is required to support TC Inspections as needed.

Vessel is required to check in with CCGS Gordon Reid.

7. Special Instructions:

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
Cape St James /	[redacted]
Incident Command Post	6048167432
/	
/	

9. Prepared by: Name: Jeff Brady Position/Title: Federal IC Signature:

ICS 204 | **IAP Page** _____ Date/Time:

Pages 1018 to / à 1019

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Wong, Sara

From: Martens, Michael
Sent: November-28-17 3:36 PM
To: [redacted]
Subject: ICS 204 CCG helicopters
Attachments: jake shearer 204 2nd operational period.pdf

Hello [redacted]

Here is the 204 for CCG helicopters for tomorrow.

Regards,

Mike

s.16(2)
s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Goose Island	Date From: 11/29/17	Date To: 11/29/17	Branch: AIR OPS
	Time From: 08:00	Time To: 20:00	Division: Helicopter Ops
			Group: CCG
			Staging Area: YZT Port Hardy Airport

4. Operations Personnel: Name / Contact Number(s)

Operations Section Chief: [redacted]

Branch Director: Michael Martens [redacted]

Division/Group Supervisor:

5. Resources Assigned:				
Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
CCG 443 Helicopter	(Pilot)Dave Ferguson	5max	Dave ferguson [redacted]	Helicopter immersion suit or
				cruiser suit required to fly
				N.O.K. information required
				Name,address, phone #
CCG 440 Helicopter	(Pilot) Randy	5max	through ROC	YZT Port Hardy Airport
				transport personnel and equi

6. Work Assignments:

Transport responders, Federal and Provincial Government staff to Bella Bella (CBBC) airport and to the barge site as required.

Daylight hours only.

7. Special Instructions:

Next Of Kin information must be provided to the CCG Regional Operations Center (ROC) prior to boarding the aircraft.

All transport on CCG aircraft should be arranged through Michael Martens and passengers from Bella Bella and Port Hardy must arrange to be at the Airport when scheduled.

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
VHF 83A /	CCG 443 Pilot cell phone number [redacted]
Air Ops /	[redacted] Michael Martens
/	
/	

9. Prepared by: Name: Michael Martens Position/Title: Air Ops Branch direct Signature:

ICS 204 | **IAP Page** ____ Date/Time: November 27, 2017

Pages 1022 to / à 1023

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Wong, Sara

From: Martens, Michael
Sent: November-28-17 5:28 PM
To: [redacted]
Subject: updated helicopter 204
Attachments: jake shearer 204 2nd operational period.pdf

Hello [redacted]
This will probably not affect our operations but will have a bearing on the cost recovery.

Regards,
Mike

s.16(2)
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ASSIGNMENT LIST (ICS 204)

1. Incident Name:	2. Operational Period:		3.
Goose Island	Date From: 11/29/17	Date To: 11/29/17	Branch: AIR OPS
	Time From: 08:00	Time To: 20:00	Division: Helicopter Ops
			Group: CCG
			Staging Area: YZT Port Hardy Airport

4. Operations Personnel: Name / Contact Number(s)

Operations Section Chief: [redacted]

Branch Director: Michael Martens [redacted]

Division/Group Supervisor:

5. Resources Assigned:

Resource Identifier	Leader	# of Persons	Contact (e.g., phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information
CCG 443 Helicopter	(Pilot)Dave Ferguson	5max	Dave ferguson [redacted]	Helicopter immersion suit or
				cruiser suit required to fly
				N.O.K. information required
				Name,address, phone #

6. Work Assignments:

Transport responders, Federal and Provincial Government staff to Bella Bella (CBBC) airport and to the barge site as required.

Daylight hours only.

7. Special Instructions:

Next Of Kin information must be provided to the CCG Regional Operations Center (ROC) prior to boarding the aircraft.

All transport on CCG aircraft should be arranged through Michael Martens and passengers from Bella Bella and Port Hardy must arrange to be at the Airport when scheduled.

8. Communications (radio and/or phone contact numbers needed for this assignment):

Name/Function	Primary Contact: indicate cell, pager, or radio (frequency/system/channel)
VHF 83A /	CCG 443 Pilot cell phone number [redacted]
Air Ops /	[redacted] Michael Martens
/	
/	

9. Prepared by: Name: Michael Martens Position/Title: Air Ops Branch direct Signature:

ICS 204 | **IAP Page** _____ Date/Time: November 27, 2017

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ICS 204
Assignment List

Purpose. The Assignment List(s) (ICS 204) informs Division and Group supervisors of incident assignments. Once the Command and General Staffs agree to the assignments, the assignment information is given to the appropriate Divisions and Groups.

Preparation. The ICS 204 is normally prepared by the Resources Unit, using guidance from the Incident Objectives (ICS 202), Operational Planning Worksheet (ICS 215), and the Operations Section Chief. It must be approved by the Incident Commander, but may be reviewed and initialed by the Planning Section Chief and Operations Section Chief as well.

Distribution. The ICS 204 is duplicated and attached to the ICS 202 and given to all recipients as part of the Incident Action Plan (IAP). In some cases, assignments may be communicated via radio/telephone/fax. All completed original forms must be given to the Documentation Unit.

Notes:

- The ICS 204 details assignments at Division and Group levels and is part of the IAP.
- Multiple pages/copies can be used if needed.
- If additional pages are needed, use a blank ICS 204 and repaginate as needed.

Block Number	Block Title	Instructions
1	**Incident Name**	Enter the name assigned to the incident.
2	**Operational Period** • Date and Time From • Date and Time To	Enter the start date (month/day/year) and time (using the 24-hour clock) and end date and time for the operational period to which the form applies.
3	**Branch** **Division** **Group** **Staging Area**	This block is for use in a large IAP for reference only. Write the alphanumeric abbreviation for the Branch, Division, Group, and Staging Area (e.g., "Branch 1," "Division D," "Group 1A") in large letters for easy referencing.
4	**Operations Personnel** • Name, Contact Number(s) – Operations Section Chief – Branch Director – Division/Group Supervisor	Enter the name and contact numbers of the Operations Section Chief, applicable Branch Director(s), and Division/Group Supervisor(s).
5	**Resources Assigned**	Enter the following information about the resources assigned to the Division or Group for this period:
	• Resource Identifier	The identifier is a unique way to identify a resource (e.g., ENG-13, IA-SCC-413). If the resource has been ordered but no identification has been received, use TBD (to be determined).
	• Leader	Enter resource leader's name.
	• # of Persons	Enter total number of persons for the resource assigned, including the leader.
	• Contact (e.g., phone, pager, radio frequency, etc.)	Enter primary means of contacting the leader or contact person (e.g., radio, phone, pager, etc.). Be sure to include the area code when listing a phone number.
5 (continued)	• Reporting Location, Special Equipment and Supplies, Remarks, Notes, Information	Provide special notes or directions specific to this resource. If required, add notes to indicate: (1) specific location/time where the resource should report or be dropped off/picked up; (2) special equipment and supplies that will be used or needed; (3) whether or not the resource received briefings; (4) transportation needs; or (5) other information.

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Block Number	Block Title	Instructions
6	**Work Assignments**	Provide a statement of the tactical objectives to be achieved within the operational period by personnel assigned to this Division or Group.
7	**Special Instructions**	Enter a statement noting any safety problems, specific precautions to be exercised, dropoff or pickup points, or other important information.
8	**Communications** (radio and/or phone contact numbers needed for this assignment) • Name/Function • Primary Contact: indicate cell, pager, or radio (frequency/system/channel)	Enter specific communications information (including emergency numbers) for this Branch/Division/Group. If radios are being used, enter function (command, tactical, support, etc.), frequency, system, and channel from the Incident Radio Communications Plan (ICS 205). Phone and pager numbers should include the area code and any satellite phone specifics. In light of potential IAP distribution, use sensitivity when including cell phone number. Add a secondary contact (phone number or radio) if needed.
9	**Prepared by** • Name • Position/Title • Signature • Date/Time	Enter the name, ICS position, and signature of the person preparing the form. Enter date (month/day/year) and time prepared (24-hour clock).

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Watson, Kristina

From: Fehr, Amanda
Sent: November-28-17 9:32 AM
To: Wootton, Brian; Brady, Jeff; Murdock, Philip; dale.bull@gov.bc.ca
Cc: McCann, Timothy
Subject: JAKE SHEARER - Virtual Environmental Meeting Call Notes
Attachments: JAKE_SHEARER_Environmental Meeting_Nov 28_2017.pdf

Good morning,

The minutes from the virtual Environmental Meeting call are attached.

Regards,
Amanda

Amanda Fehr
Regional Training Officer
Environmental Response, Western Region
Canadian Coast Guard

4260 Inglis Dr.
Richmond, BC V7B 1L7
W. 604-270-7346
C. [redacted]

To report marine pollution call 1-800-889-8852

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Environmental Meeting Teleconference

Incident: JAKE SHEARER
Date: November 28, 2017
Time: 0940-1000

- Dale Bull (BCMOE) seemed to have limited NEEC modelling information from the previous day. The focus is now on Norman Morrison Bay.
    - *Modelling and sensitivity information received from the NEEC yesterday was forwarded to the Regional Operations Centre, Jeff Brady, Philip Murdock, Brian Wootton, and [redacted] (WCMRC).*
- Call participants were eager to receive the modelling and sensitivity data compiled by the NEEC in order to compare it to their own data.
- Divers are stuck in Vancouver – flights are unable to land in Bella Bella. Unknown whether or not this is a commercial or private flight.
- There is nothing to indicate that fuel is coming out of the tank / vessel and barge was boomed overnight.
    - *2 CCG ER staff were on the Transport Canada 951 pollution overflight yesterday and flew the initial incident location and route of the vessel to its position at the time. No pollution was found.*
- Erika notes that it is not a breeding time of year for birds however there are some winter waterfowl in the area.

Action Items:

- Dale to talk to the RP for tankage size on the barge and tug to come up with a reasonable number for a potential release (a catastrophic release is unlikely).
- The NEEC will do another modelling once they receive this information.
- Dale will look into why the divers are stuck in Vancouver.
- Diana requests a compilation of resources (who and what is on scene)
- Erika (CWS) will compile a bird summary list and send to Dale and the NEEC.
- Dale will compile general details into an information package for the call participants by mid-afternoon.

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Watson, Kristina

Subject: Canceled: Virtual Environmental Unit call - JAKE SHEARER
Location: conference call 1-877-413-4790 ID: [redacted]

Start: Tue 28/11/2017 8:30 AM
End: Tue 28/11/2017 9:30 AM
Show Time As: Free

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: McCann, Timothy
Required Attendees: Brady, Jeff; Chiang, Eric; Chris.Raymond@canada.ca; Herborg, Matthias; Mike Reid; [redacted] 'dale.bull@gov.bc.ca' (dale.bull@gov.bc.ca); EC.CNUE-NEEC.EC@CANADA.CA

Importance: High

Hello,

This is a chance for us to have a proactive check-in on Environmental Unit aspects for the ongoing *Jake Shearer* situation. This is meant for a smaller group discussion but please invite others that should be on the call.

Agenda:

- Roundtable of what each group has been working on, data, or plans around EU aspects
- Concerns with the current location of the Barge
- Other items

Conference Call Number: 1-877-413-4790
Conference ID: [redacted]

Thank you

Timothy McCann

Deputy Superintendent, Environmental Response
Canadian Coast Guard
Timothy.mccann@dfo-mpo.gc.ca / Tel: 604-270-3273

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Timothy.mccann@dfo-mpo.gc.ca / 604-270-3273

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Watson, Kristina

Subject: FW: Virtual Environmental Unit call - JAKE SHEARER
Location: conference call 1-877-413-4790 ID: [redacted]

Start: Tue 28/11/2017 8:30 AM
End: Tue 28/11/2017 9:30 AM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: McCann, Timothy

Amanda:

Can I get you to call into this and use the moderator code? I will call in and introduce people and then Dale Bull with BC MoE is going to lead the discussion as the 'EU Leader' but I have to leave to present at the WCMRC User Group meeting.

Conference Call Number: 1-877-413-4790
Conference ID: [redacted]
Moderator: [redacted]

Thanks!

-----Original Appointment-----
From: McCann, Timothy
Sent: November-27-17 4:55 PM
To: McCann, Timothy; Brady, Jeff; Chiang, Eric; 'Chris.Raymond@canada.ca'; Herborg, Matthias; Mike Reid; [redacted] 'dale.bull@gov.bc.ca' (dale.bull@gov.bc.ca); EC.CNUE-NEEC.EC@CANADA.CA; ENV EEP Environmental Unit ENV:EX
Cc: Mezzana, Thierry (EC)
Subject: Virtual Environmental Unit call - JAKE SHEARER
When: November-28-17 8:30 AM-9:30 AM (UTC-08:00) Pacific Time (US & Canada).
Where: conference call 1-877-413-4790 ID: [redacted]

Hello,

This is a chance for us to have a proactive check-in on Environmental Unit aspects for the ongoing *Jake Shearer* situation. This is meant for a smaller group discussion but please invite others that should be on the call.

Agenda:

- Roundtable of what each group has been working on, data, or plans around EU aspects
- Concerns with the current location of the Barge
- Other items

Conference Call Number: 1-877-413-4790
Conference ID: [redacted]

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Watson, Kristina

From: McCann, Timothy
Sent: November-28-17 6:30 PM
To: Oliver, Gillian
Subject: Fw: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #8

Timothy McCann
Deputy Superintendent
Environmental Response
604.644.5517

From: ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>
Sent: Tuesday, November 28, 2017 6:01 PM
To: Haubert, Marie-Christine; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; Williams, Susan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #8

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #8

SITREP #8 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 28 NOV 2017 / 1749 PST

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/

6. Regional Location:
   a. Province/Territory:
   BRITISH COLUMBIA
   b. City: N/A
   c. Amplifying location details (as required):
   QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:

At 1749 PST, 28 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA

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AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN. TUG GULF CAJUN PASSED TOW OF DANGEROUS GOODS TO NORMA H AND HAS NOW TAKEN OVER AS THE PRIMARY RESPONSE TUG. GULF CAJUN CURRENTLY ON SCENE WITH THE BARGE, ATTACHING TOW LINE. CCGS GORDON REID AND JAKE SHEARER STANDING BY. UPDATE TO FOLLOW. GULF CAJUN SEEKING DIRECTION ON DESTINATION FOR BARGE. TUG GULF CAJUN NOW ABEAM IVORY ISLAND, SEAFORTH CHANNEL, WITH BARGE IN TOW. CCGS GORDON REID AND TUG JAKE SHEARER ACCOMPANYING TO NORMAN MORRISON BAY. ALL VESSELS NOW IN SHELTERED WATERS. SAR OPERATIONS CONCLUDED. JACK SHEARER, AND GULF CAJUN ARE ANCHORED IN NORMAN MORISON BAY WITH THE BARGE. PRECAUTIONARY BOOM AROUND JACK SHEARER. GORDON REID RUNNING WEATHER COURSES OVERNIGHT IN RAYMOND PASSAGE. CURRENTLY NO CHANGE IN THE POSITION OF THE BARGE. TWO TRANSPORT CANADA SAFETY INSPECTORS ARE NOW ONBOARD CONDUCTING AN INSPECTION. STANDBY FOR DAILY UPDATE TOMORROW MORNING.

8. Actions Taken:

ER VICTORIA: - 1515L ENVIRONMENTAL RESONSE ACCEPTS TRANFER OF COMMAND FROM JRCC.

EQUIPMENT TRAILERS FROM SEA ISLAND AND VICTORIA DEPOT STAGED IN PORT HARDY

BARTLETT ETA PORT HARDY 0700L NOVEMBER 28

JRCC Victoria: Gordon Reid tasked. ON SCENE.

Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.

No eta at this time. Barge dropped and enroute. Eta 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.

Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.

District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG. BARGE TO BE TOWED TO SAFE REFUGE, UPCOMING WEATHER A LARGE FACTOR IN CHOICE. DESTINATION TO BE DISCUSSED. TUG AND BARGE TO BE ANCHORED IN NORMAN MORRISON BAY WHERE INSPECTION OF VESSELS TO TAKE PLACE.

TC INSPECTORS ARRIVING ON SCENE TOMORROW. CG HELICOPTER BRINGING ADDITIONAL PERSONNEL TO THE SCENE FROM PORT HARDY, UNIFIED COMMAND ESTABLISHED WITH IC's FROM CCG, BC MOE, HEILTSUK NATION, AND RESPONSIBLE PARTY HARLEY MARINE. INTEND ICP TO COMMECE OPERATIONS NOVEMBER 28 0700.

11. Environmental Factors:

- Pollution potential if barge goes aground.
- Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor.

13. Personnel Status:

a. CCG: ops normal

b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal

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b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE. CASE TO BE HANDED OVER TO ENVIRONMENTAL RESPONSE WHEN SAFETY OF CREW ON BARGE CONFIRMED AND BARGE IS SECURELY UNDER TOW AND AWAY FROM SHORE. ALL INVOLVED VESSELS NOW IN SHELTERED WATERS. CASE BEING HANDED OVER TO ENVIRONMENTAL RESPONSE.

16. Command Assessment:

17. Next SITREP will be provided at : 1000 PST NOVEMBER 29

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

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Dait, Haydee

From: Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>
Sent: 2017–November-28 12:58 PM
To: Yeung, To For
Subject: Bella Bella enroute

Good day,
At Campbell River now and ready to take off for Bella Bella. Presently the weather is inclement at Bella Bella but pilot intends to make a landing try. Will keep you updated. FYI pls.

Kind Regards
Tejinder

Sent from my iPhone

Pages 1036 to / à 1037

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Dait, Haydee

From: Wootton, Brian
Sent: 2017-November-28 1:52 PM
To: Murdock, Philip; McNish, Joanne
Subject: Re: TC Inspectors / Jake Shearer & Fuel Barge

Please do your best.

B

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Tuesday, November 28, 2017 1:49 PM
To: Wootton, Brian; Yeung, To For
Cc: McNish, Joanne; Brady, Jeff; Whitelaw, Tywana; Middleton, Andrea
Subject: RE: TC Inspectors / Jake Shearer & Fuel Barge

Just spoke with To For (TC) re "blockade". Flight has departed Campbell River. Not sure if it can land (flight from Hardy didn't make it).

I will ask the ROC to schedule a telco with To For Yeung and others from TC for 1400.

From: Wootton, Brian
Sent: November-28-17 1:40 PM
To: Yeung, To For; Murdock, Philip
Cc: McNish, Joanne; Brady, Jeff; Whitelaw, Tywana
Subject: Re: TC Inspectors / Jake Shearer & Fuel Barge

Recommend telco CCG and TC before those inspectors leave Campbell river...latest from ICP advises cause for concern over freedom of movement.

Phil please follow up

BW

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Yeung, To For
Sent: Tuesday, November 28, 2017 1:36 PM
To: Murdock, Philip
Cc: Ionescu, Ion; Niroshan, Don; Wootton, Brian; McNish, Joanne; Brady, Jeff; Whitelaw, Tywana; Sachdeva, Tejinder; Gomes, Cipriano
Subject: RE: TC Inspectors / Jake Shearer & Fuel Barge

Philip,

Thanks for the offer.

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The latest that I heard from my Inspector at 1:01 p.m.:

QUOTE

At Campbell River now and ready to take off for Bella Bella. Presently the weather is inclement at Bella Bella but pilot intends to make a landing try. Will keep you updated. FYI pls.

UNQUOTE

Tejinder will advise me when landed at Bella Bella.

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: Tuesday, November 28, 2017 1:18 PM
To: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Subject: FW: TC Inspectors / Jake Shearer & Fuel Barge
Importance: High

From: Murdock, Philip
Sent: November-28-17 1:14 PM
To: 'john.yeung@tc.gc.ca'
Cc: Wootton, Brian; McNish, Joanne; Brady, Jeff; 'tywana.whitelaw@tc.gc.ca'
Subject: TC Inspectors / Jake Shearer & Fuel Barge
Importance: High

Good afternoon.

I understand the flight into Bella Bella only made it as far as Port Hardy today; did your inspectors stay in Port Hardy?

If they did, we can arrange transportation via CG Helo to Bella Bella. Please advise.

Philip Murdock
Superintendent Environmental Response
Surintendant intervention environnementale
Western Region / Région de l'Ouest
Canadian Coast Guard / Garde côtière canadienne
Telephone: 250.480.2722, Cellular: [redacted]
philip.murdock@dfo-mpo.gc.ca

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X

ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH OPS	2. DIVISION/GROUP	3. INCIDENT NAME JAKE SHEARER

4. OPERATIONAL PERIOD
From Date NOV 27 2017 To Date NOV 28 2017
From Time 0000 HRS To Time 2359 HRS

5. OPERATIONAL PERSONNEL
Operations Chief JEFF BRADY
Branch Director
Division/Group Supervisor

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
EAGLE BAY	WCMRC				

7. WORK ASSIGNMENTS
WCMRC EAGLE BAY TO PROCEED SOUTH FROM KLEMTU TO NORMAN MORRISON BAY WHEN ABLE TO

8. SPECIAL INSTRUCTIONS

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local					Command	Local Repeat			
	Repeat									
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time
G. MACNE CCG ER			

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ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH OPS	2. DIVISION/GROUP —	3. INCIDENT NAME JAKE SMEARER

4. OPERATIONAL PERIOD
From Date NOV 28 2017 To Date NOV 28 2017
From Time 0000 HRS To Time 2359 HRS

5. OPERATIONAL PERSONNEL
Operations Chief JEFF BRADY
Branch Director Ø
Division/Group Supervisor Ø

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
C.E PENMAN	WLRMC				

7. WORK ASSIGNMENTS
C.E PENMAN, WLMRC VESSEL TO REMAIN IN PRT MC NEIL UNTIL FURTHER NOTICE

8. SPECIAL INSTRUCTIONS
Ø

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local					Command	Local Repeat			
	Repeat									
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time
C. MACHE CCG ER			

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ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH ORS	2. DIVISION/GROUP ON WATER	3. INCIDENT NAME JAKE SHEARER

4. OPERATIONAL PERIOD
From Date NOV 28 2017 To Date NOV 28 2017
From Time 0000 HRS To Time 2359 HRS

5. OPERATIONAL PERSONNEL
Operations Chief JEFF BRADY
Branch Director
Division/Group Supervisor

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
CAPE ST-JAMES	LIFBOAT		2		

7. WORK ASSIGNMENTS
CCGS CAPE ST-JAMES TO PICK UP (2) TC INSPECTORS @ BELLABELLA DOCK AND TRANSFER TO NORMAN MORRISON BAY FOR VESSEL INSPECTION.

8. SPECIAL INSTRUCTIONS
TC INSPECTORS WILL BE ARRIVING @ BELLA BELLA AIRPORT

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local Repeat					Command	Local Repeat			
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time
G. HACHE CCG FR			

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ICS Form 204 (CCG)

ASSIGNMENT LIST	1. BRANCH	2. DIVISION/GROUP	3. INCIDENT NAME
	ER	AIR OPS	JACK SHEARER

4. OPERATIONAL PERIOD
From Date NOV. 28. 2017 To Date NOV. 28. 2017
From Time 000 To Time 2359

5. OPERATIONAL PERSONNEL
Operations Chief JEFF BRADY
Branch Director
Division/Group Supervisor

6. RESOURCES ASSIGNED TO THIS PERIOD

Resources Identifier		Leader	No. Of Persons	Conact Cell #, radio freq. etc.	Reporting Location, Special Equipment and Supplies, Remarks
CCG 440	HELO		2		
		YAGER, BCMOE			

7. WORK ASSIGNMENTS
Transport T. Yager + BCMOE Rep from PT Hardy to Bella Bella.

8. SPECIAL INSTRUCTIONS

8. DIVISION/GROUP COMMUNICATIONS SUMMARY

Function		Freq.	System		Chan.	Function		Freq.	System	Chan
Command	Local					Command	Local Repeat			
	Repeat									
Div/Group Tactical						Div./Group Tactical				

10. PREPARED BY	11. APPROVED BY	Date	Time
RSM			

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CANADIAN COAST GUARD WESTERN REGION

1. REGIONAL ORDER: Towing Vessel Jake Shearer	
2. FROM: RIMT	**3. TO: SUPERINTENDENT ER**
	4. COPY: NCC, RMB,

5. SITUATION ASSESSMENT

A) TRANSFER OF COMMAND COMPLETED FROM SRR LEAD TO AC WESTERN NOV. 27 1515PST
B) TUG EARL W REDD UNDERWAY OFF SONTULA, BOUND FOR NORMAN MORRISON BAY, ETA NOV. 29 0430PST (To relieve Jake Shearer – subject to Transport Canada MS approvals)
C) BARGE ZIDEL 277 ANCHORED NORMAN MORRISON BAY, PRECUATIONARILY BOOMED. CCGS GORDON REID STANDING BY RUNNING COURSES SEAFORTH CHANNEL.
D) ROC (W) SERVING as EOC / 24/7 IN SUPPORT OF ICP AND NCC
E) AC TASKING ER PROGRAM TO INCIDENT COMMAND ROLE FOR RESPONSE TO POTENTIAL POLLUTION FROM BARGE ZIDEL 277.
F) ICP ACTIVATED IN PORT HARDY FIRE RESCUE STATION; UNIFED COMMAND ESTABLISHED COMPRISED OF HARLEY MARINE, HEILTSUK NATION, CCG, MOE
G) NCC & MULTI-AGENCY COORDINATION COMMS SCHEDULE IN FORCE.

6. DIRECTION (INCLUDING DESIRED OUTCOMES)

MR. JEFF BRADY TO ASSUME IC on behalf of ER PROGRAM. (LEAD FEDERAL AGENCY AUTHORITY)

a) Facilitate Unified Command integration with BCMOE, Harley Marine Services, and Heiltsuk Nation – location at UC discretion Port Hardy.
b) Establish FOB in Bella Bella – constituted at minimum one ER personnel (compliment to be assessed as requirements dictate)
c) Establish 24 hour operational periods – assess pollution threat associated with Barge Zidel 277 and tug Jake Shearer; mitigate risk where appropriate.
d) Support Transport Canada assessment of Tug and Barge.
e) Support transportation of UC membership as assessed safe to do so (to/from FOB AOR)
f) Assess requirement for Environmental Unit – ready source agencies and gather preliminary sensitivity data.
g) Employ "Unified" communications strategy amongst UC leads – EOC to provide Communications support

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7. REPORTING REQUIREMENTS

08:00 and 16:00 coordination call participation; Report CIR's real-time to EOC
CIR's: Injuries/fatalities; change of tug or barge status respecting release of pollutants; weather impacts to operations;

8. SIGNATURE OF ASSISTANT COMMISSIONER OR DELEGATE

SIGNATURE

Nov. 28/17
DATE

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Government of Canada / Gouvernement du Canada

Central Coast from McInnes Island to Pine Island

STORM WARNING IN EFFECT

▼ Forecast

Marine Forecast

Issued 04:00 AM PST 28 November 2017

Today Tonight and Wednesday.

Storm warning in effect.

Wind southwest 40 to 50 knots diminishing to southwest 30 to 40 early this morning and to west 25 early this afternoon. Wind increasing to south 25 to 35 overnight then backing to southeast 35 to 45 Wednesday morning. Wind veering to south 25 to 35 Wednesday afternoon then diminishing to northwest 10 to 20 Wednesday evening.

Rain. Visibility 1 mile or less in rain.

Waves

Issued 04:00 AM PST 28 November 2017

Today Tonight and Wednesday.

Seas 3 to 5 metres building to 5 to 7 early this morning then subsiding to 5 after midnight. Seas subsiding to 4 Wednesday afternoon.

Extended Forecast

Issued 04:00 AM PST 28 November 2017

Thursday

Wind southwest 25 to 35 knots diminishing to southwesterly 15 to 25 in the afternoon.

Friday

Wind southwesterly 15 to 25 knots diminishing to northeast 5 to 15.

Saturday

Wind northeast 5 to 15 knots increasing to northwest 30 to 40.

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-28 6:50 AM
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: Jake Shearer Incident Brief #6
Attachments: Jake Shearer Incident Brief 6 (November 28 2017).ppt

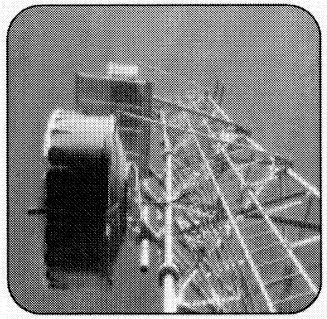
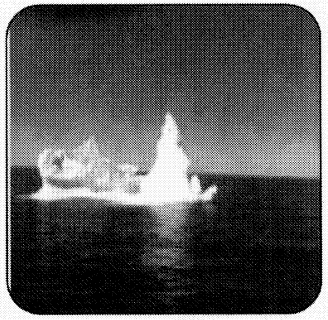
Please find Jake Shearer Incident Brief #6 Attached

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

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Pêches et Océans Canada | Fisheries and Oceans Canada
Garde côtière canadienne | Canadian Coast Guard

Sécurité d'abord, Service constant



Incident Brief #6

Tug Jake Shearer / Barge Adrift / Nov. 26, 2017 1530 SAR/ER – Level 2

Canada

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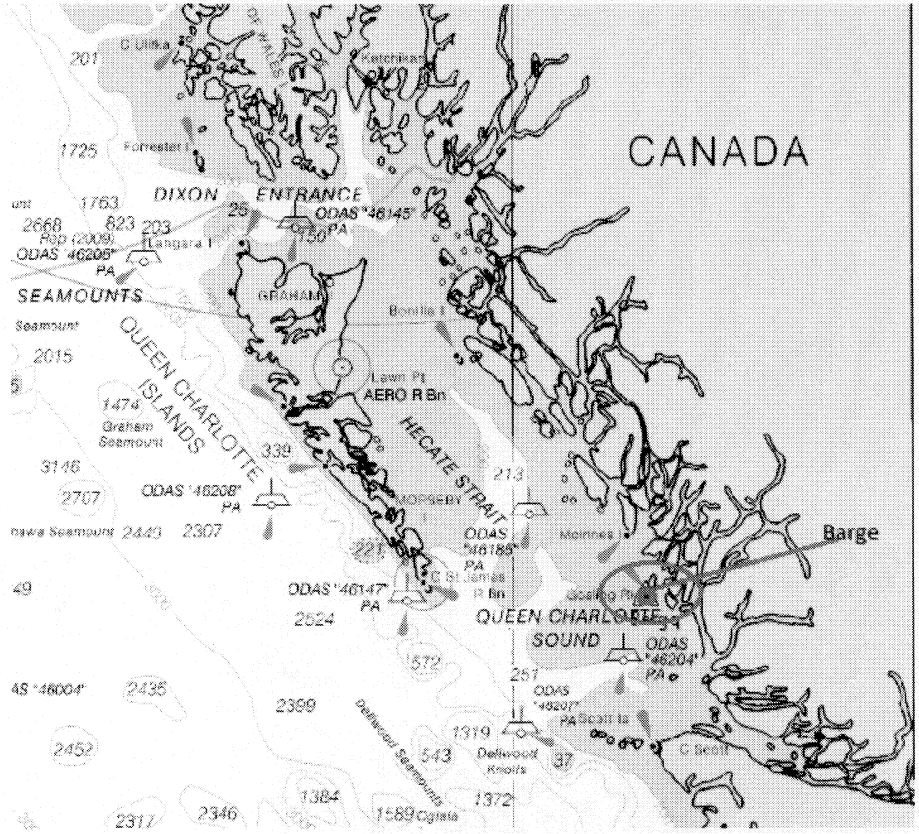
Description of threat/incident:

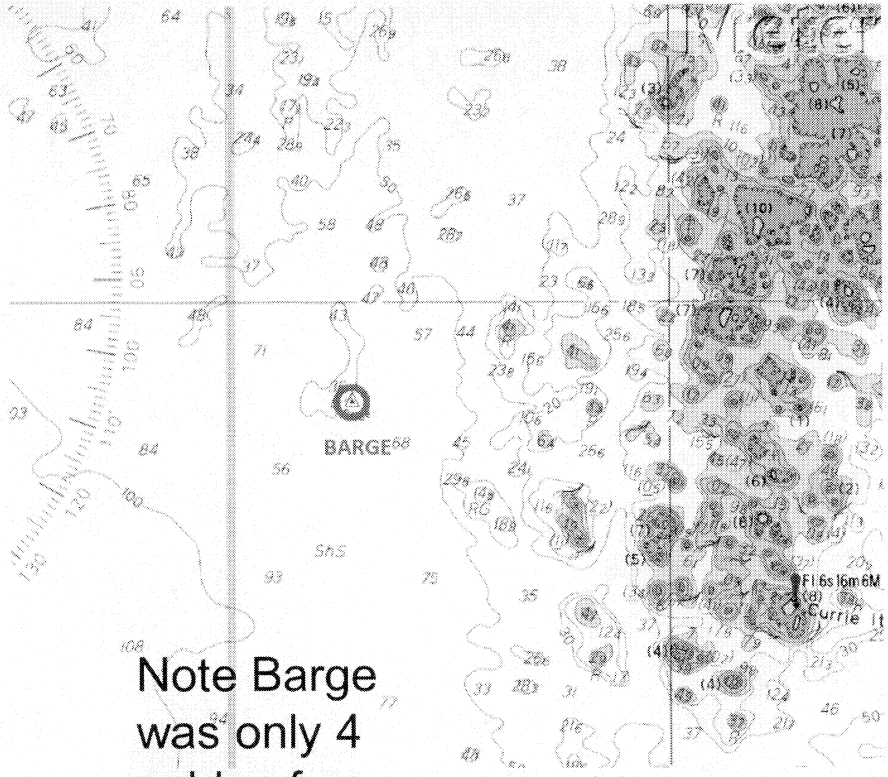
At 1600L, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. 0.5 million litres of gasoline.

Geographic location of threat / incident:

- **Queen Charlotte Sound, Central Coast, BC**

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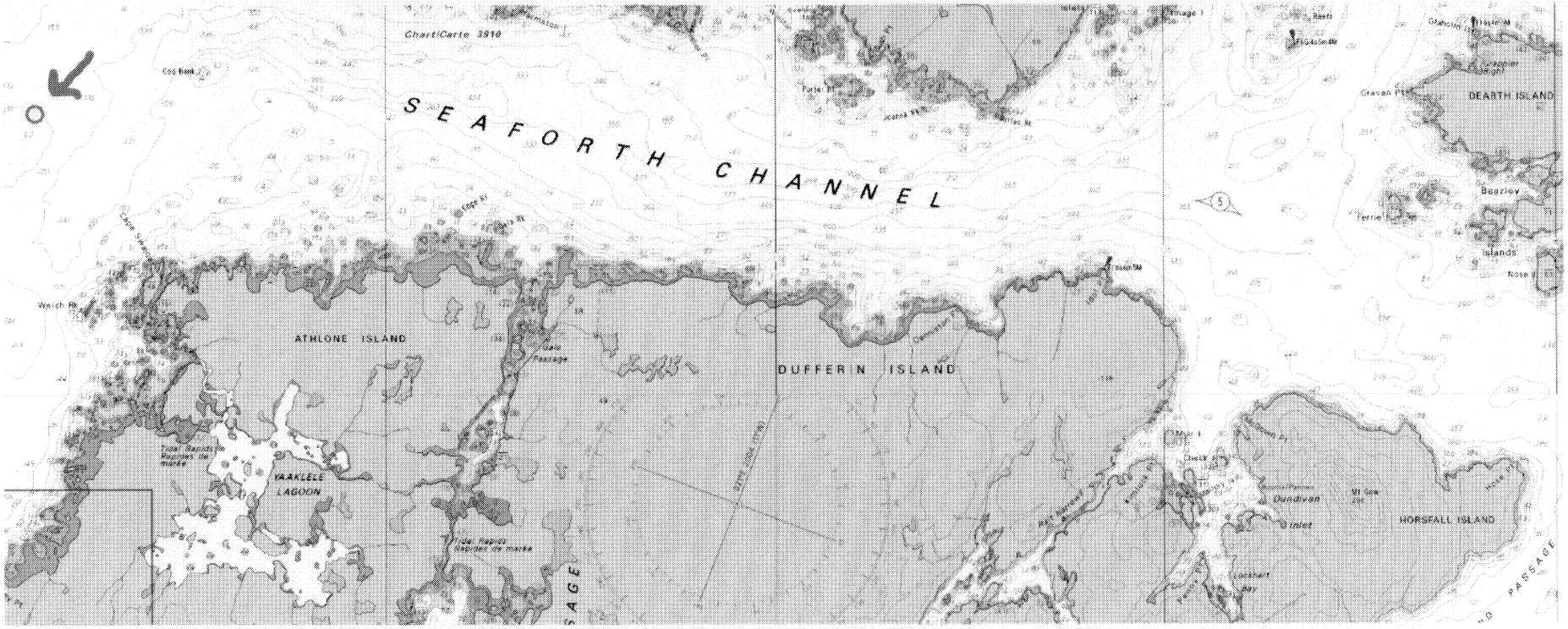


Note Barge was only 4 cables from grounding hazard

Original Positions.

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Position at 1500



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Tug Jake Shearer Barge Adrift – Queen Charlotte Sound

USCG Doc #: 1255668
Owner: HARCO Marine LLC, Seattle, WA
Operator: Olympic Tug & Barge, Seattle, WA
Flag: USA
Hailing Port: Portland, OR
Call Sign: WDI2337
Length: 35.36 m
Beam: 10.97 m
Draught: 4.27 m
Tonnage: 261 GT/177 NT
Year of Build: 2015



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Updated Assistant Commissioner Direction:

- **Response priorities:**
- Assume Transfer of Incident Command from SRR Commander.
- Activate ICP in Port Hardy with conference of Regional Orders
- Establish communications schedule with NCC
- Establish communications schedule with agency reps (DFO, EMBC, BCMOE, TC, Heiltsuk Nation, ECCC, WCMRC…)
- Establish Liason Officer in Heiltsuk Nation
- **Constraints/Restraints:**
- Weather
- Available platforms for Potential ER
- ICP Space

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Critical Information Requirements

- All personnel to be recovered from barge upon reaching calm waters
- Barge under tow by the Gulf Cajun
- Bartlett to secure in Port Hardy
- Media & Local Government RFI's

Departments/Agencies currently involved:

EMBC
Heiltsuk Nation
MOE
ECCC
Pacific Pilotage Authority
WCMRC
CCG
TC
DFO

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Initial actions:

- Dispatch Resources
- 24/7 EOC Level 1 Activation achieved at 1845L
- Setting up ICP at Port Hardy Coast Guard Station at this time
- Period 1: IAP complete with 11 resource tasking in effect

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- **Potential impact of incident/threat:**
- **Loss of property**
- **Environmental impact**
- **Loss of Life**

Media attention *(current) to 1500 Nov. 27*:

- **Province wide media attention – Current**
- **DND Public Affairs Officer (lead) supported by: DFO Regional Comms.**
- **Communications: Unified Command media lines being drafted with RP, CCG, Heiltsuk, BCMOE**

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Next steps: As of 1500

- Transfer of Command occurred at 1515L from JRCC to ER Philip Murdock
- Tug Gulf Cajun has barge under tow. Current location is 1.2NM NW of Cape Swaine. ETA for Norman Morrison Bay is 1700L
- CCGS Gordon Reid continues to stand-by & monitor the situation
- Jake Shearer is also following along bound for Norman Morrison Bay.
- Heiltsuk, TC, CCG and BC Coast Pilots approve of transit route to Seaforth Channel and then to Norman Morrison Bay.

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Next Steps Continued

- **ER personnel arrived in Port Hardy at 1330L at the lifeboat station with the following additional personel:**
  - WCMRCx4
  - Harley Marine x2
  - Heiltsuk x1
  - Lifeboat crew
- **Additional ER Resources arrived in Port Hardy at 1500 with the vessel Oval Bay and the boom trailer.**
- **CG 701 and CGE 665 arriving in Campbell River by 1600 for the night.**

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Regional:

Mobilize resources potential pollution response

- CCGS Bartlett loaded E/R equipment, enroute to Port Hardy to stand by for further assessment. ETA 0300L Tuesday.
- CG701 & PRV III in Campbell River. They will also stand by for further assessment and direction.
- Stand up ICP in Port Hardy at 0800L Tuesday.
- Jack Shearer, and Gulf Cajun are anchored in Norman Morison Bay with the barge. Precautionary boom around Jack Shearer.
- The Gordon Reid running weather courses overnight in Raymond passage.
- Company sent tug Earl W Redd, to assist. The location of Earl W Redd is 50 38.6N 126 40.1W
- WCMRC stopping for crew rest in Klemtu and Port McNeill.

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National:

- Prepare for Media & Political attention
- Prepare for OGD support at National level

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Potential impact of incident:

Threat/Risk	Potential Impact
Environmental damage - extensive	Fishery, and Indigenous community impacts
Isolated, high energy, poor wx, operating area	Time lag to mobilize and sustain response
Interoperation OGD & Public	Loss of public confidence in CCG
Resource Fatigue – mobilizing and responding with limited numbers of personnel and assets	ROC/ER/Fleet Fatigue

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 28, 2017 21:52
To: NCC / CCN (DFO/MPO)
Subject: FW: Photos - Jake Shearer, Norman Morison Bay
Attachments: DSCN1242.jpg; DSCN1240.jpg; DSCN1261.JPG

Regards.
Operations Officer, Canadian Coast Guard Regional Operations Centre, Western Region
25 Huron Street, Victoria, V8V 4V9
Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

-----Original Message-----
From: CCGS-NGCC, GordonReid Captain [mailto:ReidCO@ccgs-ngcc.gc.ca]
Sent: November 28, 2017 18:12
To: Main Ops Officer / Agent principal des Ops (DFO/MPO); Brady, Jeff
Cc: McNish, Joanne
Subject: Photos - Jake Shearer, Norman Morison Bay

Few photos from today at Norman Morison Bay

Nick

Nicola Mancey
Commanding Officer, CCGS Gordon Reid
[redacted] Ships Cell Ships Email: ReidCO@ccgs-ngcc.gc.ca
[redacted] Portable Cell
[redacted] Iridium

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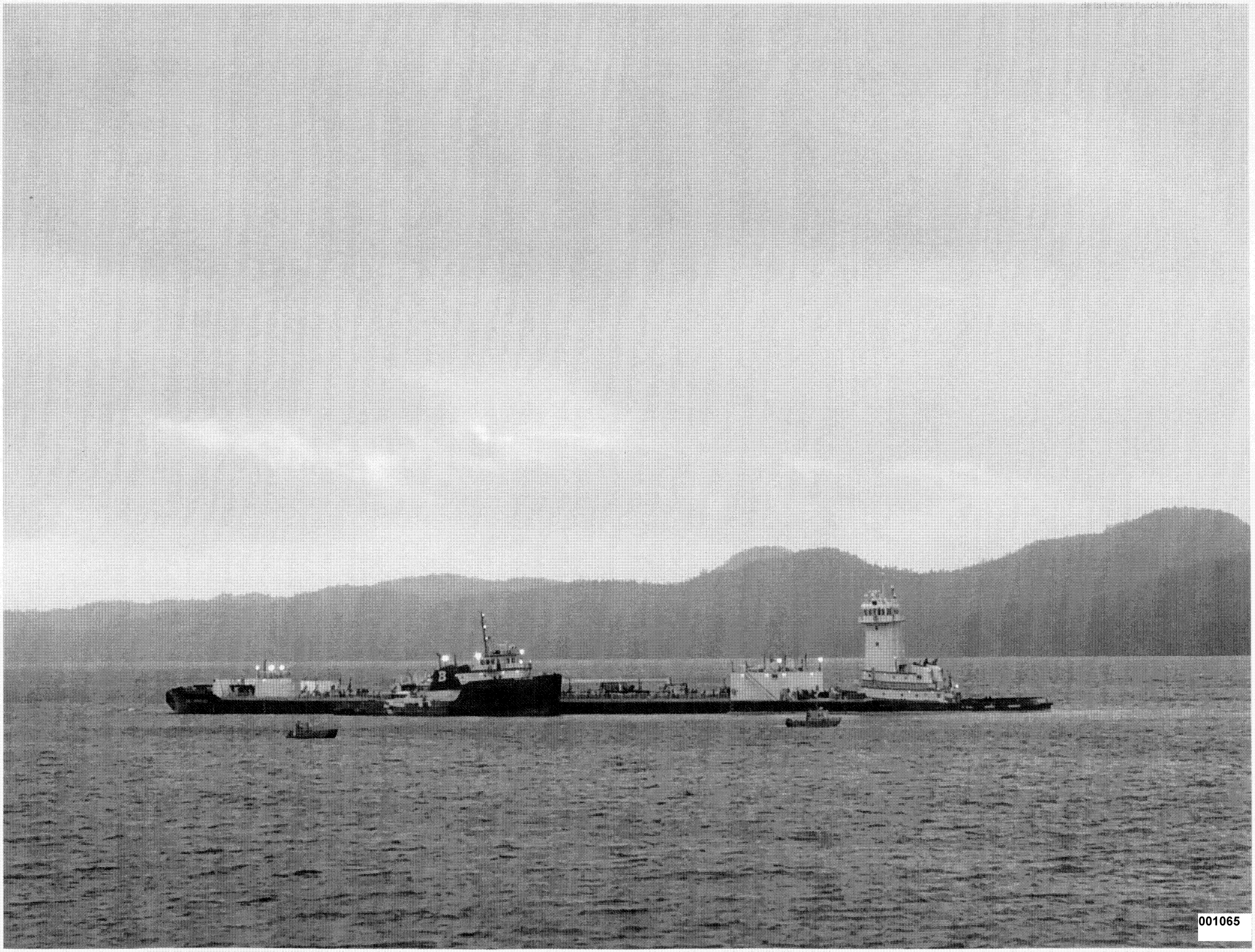
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001065

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 28, 2017 09:53
To: Western ROC Superintendent \ Surintendant ROC Ouest
Cc: ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: FW: Jake Shearer ICP / Gordon Reid taskings

FYI

Regards.

Chris Wyman
Operations Officer, Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria, V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: CCGS-NGCC, GordonReid Captain [mailto:ReidCO@ccgs-ngcc.gc.ca]
Sent: November 28, 2017 09:47
To: Brady, Jeff
Cc: CCGS-NGCC, GordonReid Wheelhouse; Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: Jake Shearer ICP / Gordon Reid taskings

Good Morning Jeff

Follow up email to ensure we are on the same page and to give you our return email.

Gordon Reid embarked Heiltsuk representative Robert Johnson from Bella Bella this morning (replacement for Elder).
It is my understanding that Robert Johnson will be with us for the day till 1630, but no overnight (from his perspective). He did mention that he believes he will be relieved at 1630 and another representative will then be on board overnight. Please be advised, that Gordon Reid does not have on board accommodations due to supernumerary personnel on board, but can accommodate a person on board during the night if they are not requiring a cabin or sleeping arrangements.

I understand our current taskings to be:

- Sitreps to you at 1100 / 1400 (to include wx, events & vessels on scene)
- Monitoring of small vessel traffic – ensure hailing in
- Providing any mediation required to maintain vessels 30m away from barge/tugs

Please also be advised that Gordon Reid is scheduled for crew change in Port Hardy on Thursday.
I estimate we would need to leave the Bella Bella area at/before 2000 Wednesday 29th to be able to reach Port Hardy for crew change on the 30th.
Please advise the ROC if this will not be possible.

It is also my understanding that Gordon Reid remains primary SAR vessel for Southern Zone at this time.

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Thanks,

Nick

Nicola Mancey
Commanding Officer, CCGS Gordon Reid
[redacted] Ships Cell Ships Email: **ReidCO@ccgs-ngcc.gc.ca**
[redacted] Portable Cell
[redacted] Iridium

s.16(2)
s.19(1)

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-28-17 6:27 AM
To: Middleton, Andrea
Subject: FW: ICS 209
Attachments: NewImage.JPG; ICS 209 Situation Summary.docx

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

From: Brady, Jeff
Sent: November-27-17 8:21 PM
To: ROC1 / COR1 (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Murdock, Philip; Wootton, Brian
Cc: McCann, Timothy; Yager, Tyler; Martens, Michael
Subject: Fwd: ICS 209

See attached daily situation summary.

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

---------- Forwarded message ----------
From: [redacted]
Date: Mon, Nov 27, 2017 at 8:02 PM -0800
Subject: ICS 209

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

To: "Brady, Jeff" <Jeff.Brady@dfo-mpo.gc.ca>

[redacted]

[redacted]

Email: [redacted]
Direct:
Fax:

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation •

This message is confidential. It may also be privileged or otherwise protected by work product immunity or other legal rules. If you have received it by mistake, please let us know by e-mail reply and delete it from your system, you may not copy this message or disclose its contents to anyone. Please send us by fax any message containing deadlines as incoming e-mails are not screened for response deadlines The integrity and security of this message cannot be guaranteed on the Internet.

Please consider the environment before printing this email

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This message has been scanned for viruses and dangerous content by **E.F.A. Project**, and is believed to be clean.

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1. Incident Name	2. Operational Period (Date / Time)	INCIDENT STATUS SUMMARY ICS 209-CG
Goose Island	From: To: Time of Report 11/27/2017 0600 11/28/2017 0600	

3. Type of Incident

	Oil Spill	☐	HAZMAT	☐	AMIO
☐	SAR/Major SART	☐	SI/Terrorism	☐	Natural Disaster
	Marine Disaster	☐	Civil Disturbance	☐	Military Outload
☐	Planned Event	☐	Maritime HLS/Prevention	☐	

4. Situation Summary as of Time of Report:

0740: GULF CAJUN arrived on scene at the southern portion of the

0841 GULF CAJUN was reported that he tug was all fast to the barge, and anchor raising operations began

0905 ZIDELL MARINE 277 was under tow at approximately 4 knots

1015 The Tow was reported to be preceding north bound due to weather. Location for safe harbor being evaluated

1135 Harley Marine Responders arrived at the fire Station; I initial ICP in Port Hardy

1200 Coordination call with interested parties

Transfer of command from Joint Rescue Coordination Centre (JRCC) to the Canadian Coast Guard (CCG) occurred at 1515.

The tug *Gulf Cajun* has the tug under tow, with CCG vessel *Gordon Reid* escorting. They are currently 1.2NM NW of Cape Swaine, and are expected to arrive to Norman Morrison Bay at 1700. *Jake Shearer* is following, also heading towards Norman Morrison Bay. This route was approved by the Heiltsuk First Nation, Transport Canada (TC), CCG, and BC Coast Pilots.

CCG Personnel arrived at the Port Hardy Lifeboat Station at 1330, along with four WCMRC personnel, two Harley Marine personnel, one Heiltsuk representative, and a lifeboat crew. At 1500, additional Environmental Response personnel arrived in Port Hardy with the vessel *Oval Bay*, and a boom trailer. By 1600 tonight, there are to be CCG 701 and CGE 665 arriving in Campbell River.

The CCG vessel *Bartlett* has been loaded with Environment Response equipment and are en route to Port Hardy to standby dependent on the results of further assessment. *Bartlett* is anticipated to arrive in Port Hardy by 0300 on Tuesday.

The Incident Command Post - with an activated Unified Command comprised of Harley Marine, Heiltsuk Nation, CCG, Provincial MOE, and WCMRC - has been set up in the Port Hardy Fire Rescue station.

WCMRC has two crews stopping to rest in Klemtu (*Eagle Bay*) and Port Hardy (*G.M. Penman*). WCMRC is also booming the *Jake Shearer* during the evening of November 27th.

Coordination calls have been completed between the Heiltsuk Nation and the CCG.

1820 tow anchored in Norman Morrison Bay

1920 oil containment boom deployed around the tug JAKE SHEARER

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5. Future Outlook/Goals/Needs/Issues:

A coordination call is to occur tomorrow (11/28/2017) at 0800, which will be facilitated by the CCG.

The BC MOE, ECCC, CCG, and Heiltsuk will be developing an ICS 232 for Norman Morrison Bay. WCMRC has provided a 232 from the *Nathan E. Stewart* incident for additional information.

The CCG vessel *Cape St. James* will be transporting Heiltsuk observers to the tug and barge in Norman Morrison Bay during the day of November 28th. The CCG helicopter will be transporting CCG, Harley Marine, and Provincial personnel to the tug and barge.

6. Safety Status/Personnel Casualty Summary

	Since Last Report	Adjustments To Previous Op Period	Total
Responder Injury			
Responder Death			
Public Missing (Active Search)			
Public Missing (Presumed Lost)			
Public Uninjured			
Public Injured			
Public Dead			
Total Public Involved			

7. Property Damage Summary

Vessel – MV Arrow	$ N/A
Cargo- N/A	$
Facility-	$
Other	$

8. Attachments with clarifying information

	Oil/HAZMAT	☐	SAR/LE	☐	
☐		☐		☐	
☐	Marine Disaster	☐	Civil Disturbance	☐	Military Outload

9. Equipment Resources

Kind	Notes	# Ordered	# Available	# Assigned	# Out of Service
CG Assets					
Aircraft – Helo					
Aircraft – Fixed Wing					
Vessels –CG Cutter					
Vessels – Boat					
Vehicles – Truck					
Vehicles – Truck					
Mobile Command Post					
Pollution Equip. Trailer					
Pollution Equip – Boom					
Vehicles					
Vehicles					
Vehicles					
Portable Storage					
Non-CG/Other Assets					
Aircraft – Helo					
Aircraft – Fixed Wing					
Vessels – SAR/LE Boat					
Vessels – Work/Crew Boat ER					
Vessels – Tug/Tow Boat					

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Vessels – Pilot Boat					
Vessels – Deck Barge					
Dive Team					
Vehicles – Car					
Vehicles – Crane					
Vehicles – Truck					
Vehicles – Fire/Rescue/HAZMAT					
Vehicles – Vac/Tank Truck					
Vehicles –					
Pollution Equip – Skimmers					
Pollution Equip – Tank Vsl/ Barge					
Pollution Equip – Portable Storage					
Pollution Equip – OSRV					
Pollution Equip – Boom					
Pollution Equip –					

10. Personnel Resources

Agency	**Total # of People**
Total Personnel Resources Used From all Organizations:	

11. Prepared by:	**Date/Time Prepared:** 1926 hours 11-27-17

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Incident Name	2. Operational Period (Date / Time) From: To: Time of Report	ICS 209-CG OIL/HAZMAT ATTACHMENT

3. HAZMAT/Oil Spill Status (Estimated, in gallons)

Common Name(s):

UN Number:	☐ Secured ☒ Unsecured
CAS Number:	Remaining Potential (bbl):
	Rate of Spillage (bbl/hr):

	Adjustments To Previous Operational Period	Since Last Report	Total
Volume Spilled/Released			unknown
Mass Balance - HAZMAT/Oil Budget			
Recovered HAZMAT/Oil			
Evaporation/Airborne			
Natural Dispersion			
Chemical Dispersion			
Burned			
Floating, Contained			
Floating, Uncontained			
Onshore			
Total HAZMAT/Oil accounted for:	N/A	N/A	

Comments:

4. HAZMAT/Oil Waste Management (Estimated, Since Last Report)

	Recovered	Disposed	Stored
Oil			
Oily Liquids			
Liquids			
Oily Solids			
Solids (tons)			

Comments:

5. HAZMAT/Oil Shoreline Impacts (Estimated in miles)

Degree of Impact	Affected	Cleaned	To Be Cleaned
Light			
Medium			
Heavy			
Total			

Comments:

6. HAZMAT/Oil Wildlife Impacts (Since Last Report)

					Died in Facility	
Type of Wildlife	Captured	Cleaned	Released	DOA	Euthanized	Other
Birds						
Mammals						
Reptiles						
Fish						
Total						

Comments: Nil impact

7. Prepared by:	Date/Time Prepared:

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1. Incident Name	2. Operational Period (Date / Time) From: To: Time of Report	ICS 209-CG SAR/LE ATTACHMENT

3. Evacuation Status

	Since Last Report	Adjustments To Previous Operational Period	Total
Total to be Evacuated			
Number Evacuated			

4. Migrant Interdiction Status

	Since Last Report	Adjustments To Previous Op Period	Total
Vessels Interdicted			
Migrants Interdicted at Sea			
Migrants Interdicted Ashore			
Injured			
MEDEVAC'd			
Deaths			
Migrants Repatriated			

5. Sorties/Patrols Summary (List of Sorties Since Last Report)

Air	Since Last Report	Total
Number of Sorties/Patrols		
Area Covered (square miles)		
Total Time On-Scene (In Hours)		
Surface	Since Last Report	Total
Number of Sorties/Patrols		
Area Covered (square miles)		
Total Time On-Scene (In Hours)		

6. Use of Force Summary

Category	Since Last Report	Total
III - Soft Empty Hand Control		
IV - Hard Empty Hand Control		
V - Intermediate Weapons		
VI - Deadly Force		
VSL - Force to Stop Vessel from Cutter/Boat		
A/C - Force to Stop Vessel From Aircraft		
Arrests		
Seizures		
Deaths		

7. Operational Controls Summary

Currently In Force

Type	Initiating Unit	Initiated Date	Activity #

Removed Since Last Report

Type	Initiating Unit	Initiated Date	Date Removed	Activity #

18. Prepared by:	Date/Time Prepared:

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-28-17 9:57 AM
To: Ivanisevic, Lynda; Rolinski, Regina; Harding, Ashleigh
Cc: Adams, Christine
Subject: Jake Shearer Crew movements

All,
Following crew have assisted in the incident. They are heading back to Vancouver today. Arriving at 1600. Flights back tonight are not available due to the arrival time of the boats back to the mainland.

Option is probably hotel tonight and fly them home in the morning.

Tom and John can take a taxi back to Sea Island, they will then drive home…
Cam Knight will also just go home.
Jeff MacDonald needs to get to Nanaimo

From LAURIER:
Paul McLennan (going to Sea Island)
Nikola Bazijanec

From BARTLETT:
Justin Stock (going to Sea Island)

From KITS:
Jeff Macdonald (going to Sea Island)

From SEA ISLAND:
Tom Moxey (going to Kits)
Cam Knight (going to Sea Island)
John Grove (going to Kits)

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

s.16(2)
s.19(1)

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-28-17 10:08 AM
To: 'Rob Sortor'
Subject: Water Taxi

Rob,
I understand you were looking for water taxi information.

ORCA SPIRIT MARINE SERVICES
PHONE | 250 217 8026
EMAIL | INFO@OSMARINETRANSPORT.COM

Shearwater Marine has a water taxi

For further information please contact The Seabus & Water Taxi Manager

For all general contracting inquiries please contact or email:

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell :
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CANADA 150

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-28-17 2:09 PM
To: ROC1 / COR1 (DFO/MPO)
Subject: 1400 Jack Shearer Incident Brief Nov. 28
Attachments: Jake Shearer Incident Brief 7 (November 28 2017).ppt
Attachment is found elsewhere on the file

Please send out the attached Deck as per the past ones.

Please include Andrew Hannan and Wayne Hirlehey

Hirlehey, Wayne (PS/SP) (wayne.hirlehey@canada.ca)
Hannan, Andrew (PS/SP) (Andrew.Hannan@canada.ca)

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

Pages 1078 to / à 1089

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Coulombe, Amber

From: Bate, Dan
Sent: Wednesday, November 29, 2017 3:57 PM
To: Lockhart, Tara
Cc: Olson, Kathleen; Parisien, Renée; Mougeot, Alyssa
Subject: Re: Tug JAKE SHEARER and barge ZIDEL 227

Approved with a minor change to second sentence.

Dan

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Lockhart, Tara
Sent: Wednesday, November 29, 2017 12:37 PM
To: Bate, Dan
Cc: Olson, Kathleen; Parisien, Renée; Mougeot, Alyssa
Subject: Re: Tug JAKE SHEARER and barge ZIDEL 227

Thanks - is this approved on your end? If so we will move ahead with approvals on our end.

Sent from my iPhone

On Nov 29, 2017, at 3:31 PM, Bate, Dan <Dan.Bate@dfo-mpo.gc.ca> wrote:

> How about:
>
> The #JakeShearer tug and barge remain in the designated place of refuge with no indications of fuel release from either. The tug is boomed as a precautionary measure. CCG remains in the area and continues to monitor. @SpillsInfoBC @VicJRCC_CCCOS
>
> Dan
>
> **From:** Olson, Kathleen
> **Sent:** November-29-17 12:06 PM
> **To:** Bate, Dan; Hickey, Kristie (EC); Lockhart, Tara
> **Cc:** Parisien, Renée
> **Subject:** RE: Tug JAKE SHEARER and barge ZIDEL 227
>
> **Thanks Dan. Tara is standing by for updated tweets from you for today if you can please share. Thanks.**
>
> **From:** Bate, Dan
> **Sent:** Wednesday, November 29, 2017 2:51 PM
> **To:** Hickey, Kristie (EC) <kristie.hickey@canada.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca>
> **Cc:** Olson, Kathleen <Kathleen.Olson@dfo-mpo.gc.ca>
> **Subject:** FW: Tug JAKE SHEARER and barge ZIDEL 227
>
> Hi Kristie – CCG is tweeting from its national account from our NHQ.
> Looping in Tara who is coordinating there.

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Dan

From: Hickey, Kristie (EC) [mailto:kristie.hickey@canada.ca]
Sent: November-29-17 11:47 AM
To: Bate, Dan
Subject: Tug JAKE SHEARER and barge ZIDEL 227

Hi Dan,

I see you are posting updates on the CCG Twitter account regarding the barge and tug found adrift off BC. Just wondering if you could give me a heads up if you plan to issue more social media content regarding this incident, then I will let our social media team know so we can RT.

Thank you !

Kristie Hickey

A/Strategic Communications Advisor | Conseillere strategique en communications p.i.
Communications Branch | Direction générale des communications
Environment and Climate Change Canada | Environnement et Changement climatique Canada
kristie.hickey@canada.ca
Téléphone | Telephone : 902-407-8188

<image001.gif>

s.19(1)
s.21(1)(b)

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Coulombe, Amber

From: Moss, Derek
Sent: Wednesday, November 29, 2017 7:12 PM
To: Lebel, Mathieu; Olson, Kathleen; Mougeot, Alyssa; Pelletier, Mario; Ivany, Gary
Cc: Lemieux, Jessica; Parisien, Renée; Lockhart, Tara
Subject: Re: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

[redacted] it would be nice if some of the pics had the Gordon Reid in the foreground or background.

For consideration...

Derek

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Lebel, Mathieu
Sent: Wednesday, November 29, 2017 5:18 PM
To: Olson, Kathleen; Mougeot, Alyssa; Moss, Derek; Pelletier, Mario; Ivany, Gary
Cc: Lemieux, Jessica; Parisien, Renée; Lockhart, Tara
Subject: Re: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Approved by DCOps.

Thanks all!

ML

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Olson, Kathleen
Sent: Wednesday, November 29, 2017 4:51 PM
To: Mougeot, Alyssa; Lebel, Mathieu; Moss, Derek; Pelletier, Mario; Ivany, Gary
Cc: Lemieux, Jessica; Parisien, Renée; Lockhart, Tara
Subject: RE: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Excellent – thanks! And thank for edits Matt. Over to you Mario, and Comms will flag to MINO before posting.

From: Mougeot, Alyssa
Sent: Wednesday, November 29, 2017 4:49 PM
To: Lebel, Mathieu <Mathieu.Lebel@dfo-mpo.gc.ca>; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>
Cc: Lemieux, Jessica <Jessica.Lemieux@dfo-mpo.gc.ca>; Olson, Kathleen <Kathleen.Olson@dfo-mpo.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca>
Subject: RE: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

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Thank you. Below are the pictures to be added.





From: Lebel, Mathieu
Sent: November-29-17 4:46 PM
To: Mougeot, Alyssa; Moss, Derek; Pelletier, Mario; Ivany, Gary
Cc: Lemieux, Jessica; Olson, Kathleen; Parisien, Renée; Lockhart, Tara
Subject: RE: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Thanks Alyssa,

Few changes below. Mario for your approval.

Thanks,

ML

De : Mougeot, Alyssa
Envoyé : 29 novembre 2017 16:38

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À : Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Lebel, Mathieu <Mathieu.Lebel@dfo-mpo.gc.ca>
Cc : Lemieux, Jessica <Jessica.Lemieux@dfo-mpo.gc.ca>; Olson, Kathleen <Kathleen.Olson@dfo-mpo.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca>; Mougeot, Alyssa <Alyssa.Mougeot@dfo-mpo.gc.ca>
Objet : FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Good afternoon,

Please find below updated tweets from Western Region for your approval.

Incident #JakeShearer in #BC: Tug and barge remain in the designated place of refuge, no pollution observed. ~~with no indications of fuel release from either~~. The tug is boomed as a precautionary measure. CCG remains in the area and continues to monitor. @SpillsInfoBC @VicJRCC_CCCOS

Incident #JakeShearer en C.-B. : Le remorqueur et la barge demeurent à l'endroit désigné du refuge, aucune pollution observée. ~~sans indication de déversement de carburant~~. Des estacades ont été placées autour du remorqueur par mesure préventive. La GCC demeure sur les lieux ~~dans la région~~ et continue de surveiller. @SpillsInfoBC @VicJRCC_CCCOS

Thank you.

Alyssa Mougeot
Social Media Officer / Agente aux réseaux sociaux
Issues Management and Outreach / Gestion des enjeux et engagement
Canadian Coast Guard / Garde côtière canadienne
Government of Canada / Gouvernement du Canada
Alyssa.mougeot@dfo-mpo.gc.ca
613-219-6297

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Coulombe, Amber

From: Mougeot, Alyssa
Sent: Wednesday, November 29, 2017 7:18 PM
To: Parisien, Renée
Cc: Lockhart, Tara; Olson, Kathleen
Subject: Re: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Any update?

On Wed, Nov 29, 2017 at 5:40 PM -0500, "Parisien, Renée" <Renee.Parisien@dfo-mpo.gc.ca> wrote:

Will do!

De : Mougeot, Alyssa
Envoyé : November-29-17 5:25 PM
À : Parisien, Renée
Cc : Lockhart, Tara; Olson, Kathleen
Objet : Fwd: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Hi Renée,

Please let me know when you hear back from MINO. I will post them.

Thanks!
Alyssa

From: Lebel, Mathieu <mathieu.lebel@dfo-mpo.gc.ca>
Sent: Wednesday, November 29, 2017 5:18 PM
Subject: Re: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast
To: Olson, Kathleen <kathleen.olson@dfo-mpo.gc.ca>, Mougeot, Alyssa <alyssa.mougeot@dfo-mpo.gc.ca>, Moss, Derek <derek.moss@dfo-mpo.gc.ca>, Pelletier, Mario <mario.pelletier@dfo-mpo.gc.ca>, Ivany, Gary <gary.ivany@dfo-mpo.gc.ca>
Cc: Lemieux, Jessica <jessica.lemieux@dfo-mpo.gc.ca>, Parisien, Renée <renee.parisien@dfo-mpo.gc.ca>, Lockhart, Tara <tara.lockhart@dfo-mpo.gc.ca>

Approved by DCOps.

Thanks all!

ML

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Olson, Kathleen
Sent: Wednesday, November 29, 2017 4:51 PM

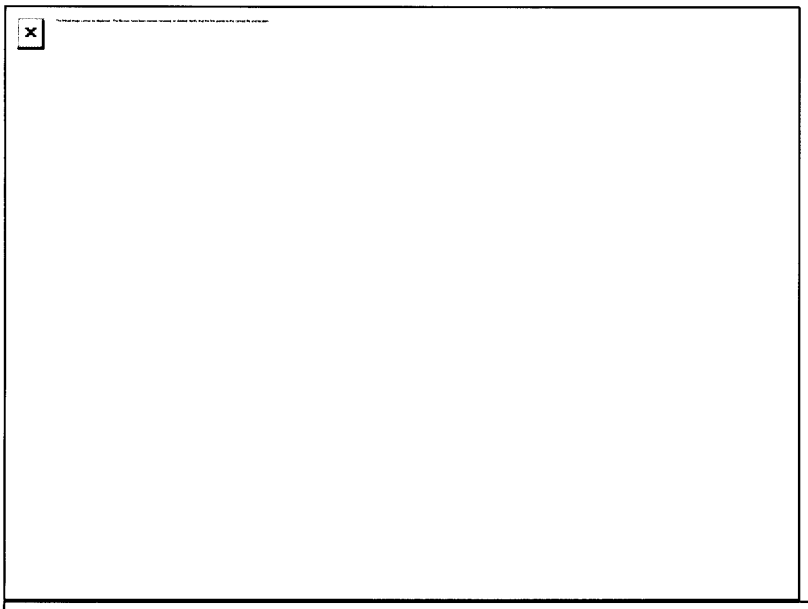
Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

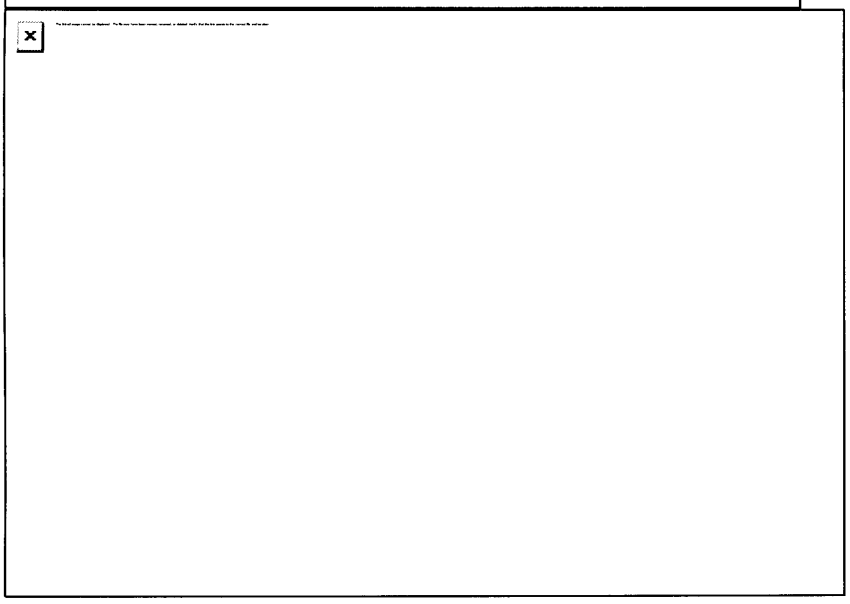
To: Mougeot, Alyssa; Lebel, Mathieu; Moss, Derek; Pelletier, Mario; Ivany, Gary
Cc: Lemieux, Jessica; Parisien, Renée; Lockhart, Tara
Subject: RE: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Excellent – thanks! And thank for edits Matt. Over to you Mario, and Comms will flag to MINO before posting.

From: Mougeot, Alyssa
Sent: Wednesday, November 29, 2017 4:49 PM
To: Lebel, Mathieu <Mathieu.Lebel@dfo-mpo.gc.ca>; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>
Cc: Lemieux, Jessica <Jessica.Lemieux@dfo-mpo.gc.ca>; Olson, Kathleen <Kathleen.Olson@dfo-mpo.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca>
Subject: RE: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Thank you. Below are the pictures to be added.





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From: Lebel, Mathieu
Sent: November-29-17 4:46 PM
To: Mougeot, Alyssa; Moss, Derek; Pelletier, Mario; Ivany, Gary
Cc: Lemieux, Jessica; Olson, Kathleen; Parisien, Renée; Lockhart, Tara
Subject: RE: FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Thanks Alyssa,

Few changes below. Mario for your approval.

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ML

De : Mougeot, Alyssa
Envoyé : 29 novembre 2017 16:38
À : Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Lebel, Mathieu <Mathieu.Lebel@dfo-mpo.gc.ca>
Cc : Lemieux, Jessica <Jessica.Lemieux@dfo-mpo.gc.ca>; Olson, Kathleen <Kathleen.Olson@dfo-mpo.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>; Lockhart, Tara <Tara.Lockhart@dfo-mpo.gc.ca>; Mougeot, Alyssa <Alyssa.Mougeot@dfo-mpo.gc.ca>
Objet : FOR APPROVAL: Updated tweets - Jake Shearer tug and barge, BC Central Coast

Good afternoon,

Please find below updated tweets from Western Region for your approval.

Incident #JakeShearer in #BC: Tug and barge remain in the designated place of refuge, no pollution observed.with no indications of fuel release from either. The tug is boomed as a precautionary measure. CCG remains in the area and continues to monitor.@SpillsInfoBC @VicJRCC_CCCOS

Incident #JakeShearer en C.-B. : Le remorqueur et la barge demeurent à l'endroit désigné du refuge,aucune pollution observée.sans indication de déversement de carburant. Des estacades ont été placées autour du remorqueur par mesure préventive. La GCC demeuresur les lieuxdans la région et continue de surveiller. @SpillsInfoBC @VicJRCC_CCCOS

Thank you.

Alyssa Mougeot
Social Media Officer / Agente aux réseaux sociaux
Issues Management and Outreach / Gestion des enjeux et engagement
Canadian Coast Guard / Garde côtière canadienne
Government of Canada / Gouvernement du Canada
Alyssa.mougeot@dfo-mpo.gc.ca
613-219-6297

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Girouard, Louise

From: Bate, Dan
Sent: 2017–November-29 11:41 AM
To: Parisien, Renée
Cc: Lockhart, Tara; Girouard, Louise; Olson, Kathleen
Subject: RE: updates on J Shearer

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hi Renee – no media lines for today (no media calls either), but the latest update on the BC site should probably suffice for any social media content,
Posted here: https://www2.gov.bc.ca/gov/content/environment/air-land-water/spills-environmental-emergencies/spill-incidents/potential-tug-jake-shearer-sw-of-bella-bella

- The Jake Shearer tug and barge remain in the designated place of refuge with no indications of fuel release from either. The tug remains boomed as a precautionary measure.

- Transport Canada inspectors arrived yesterday afternoon, after a weather delay, and were able to begin their inspection. A representative of the responsible person, Harley Marine Services, and a representative of the Heiltsuk Nation observed the inspection.

- Transport Canada completed their inspection of the Jake Shearer tug and barge overnight. Before the tug and barge can transit out of the place of refuge, two additional assessments are required. Inspectors specializing in this particular type of vessel must conduct a secondary assessment. Divers must also complete an underwater assessment. The divers and classification specialists are expected to arrive today.

- The Canadian Coast Guard vessel, the Gordon Reid, remains on site and will continue to monitor. Western Canada Marine Response Corporation's vessel, the Eagle Bay, is also monitoring the incident.

Hope that helps,

Dan

From: Parisien, Renée
Sent: November-29-17 10:50 AM
To: Bate, Dan
Cc: Lockhart, Tara; Girouard, Louise; Olson, Kathleen
Subject: updates on J Shearer

Hi Dan,

Do you have the latest lines on this? What about updated social media content? [redacted] you may have shared something with him that I don't have yet. We would certainly appreciate receiving the any updates you have.

Thank you,

Renée Parisien
Communications Manager, Canadian Coast Guard
Gestionnaire des communications, Garde côtière canadienne

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Communications Directorate | Direction générale des communications
Fisheries and Oceans Canada | Pêches et Océans Canada
Phone | Téléphone : 613-993-7356
Cell.: [redacted]

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Girouard, Louise

From: Glover, Jillian <jillian.glover@tc.gc.ca>
Sent: 2017–November-29 9:07 AM
To: Bate, Dan; Myers, Yvette; Young, Lori; Dick, Robert; Imbeau, Michelle; Girouard, Louise; Beavis, Katherine
Cc: DL PAC TE Communications
Subject: Updated TC Media Lines on Jake Shearer incident

Hello,

Attached are the current holding lines for the Jake Shearer incident. They have been approved in the Pacific Region, by DMO and HQ Communications.

Thank you,

Jillian

- Transport Canada's first priority is the safety and protection of the public and the environment.
- Transport Canada was notified that an articulated tug and its barge became separated south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia B.C. on the afternoon of November 26th. The tug, *Jake Shearer*, is a US flagged vessel and the US Coast Guard has been informed.
- The Canadian Coast Guard is the lead federal agency responding to this incident. They are monitoring the issue closely and were on-site within hours of the occurrence.
- An Incident Command Post has been set up in Port Hardy with a Unified Command System comprised of Harley Marine (Responsible Party), Heiltsuk Nation, Canadian Coast Guard, Provincial Ministry of Environment, and West Coast Marine Response Corporation.
- Transport Canada worked with the owner, the Canadian Coast Guard, the Heiltsuk nation and the British Columbia Ministry of the Environment and Climate Change to identify a suitable place of refuge.
- The tug JAKE SHEARER and barge ZIDEL 227 are anchored at Norman Morisson Bay, Seaforth Channel. Both vessels are boomed as a precautionary measure. Arrangements are in place for a TC compliance inspection for both vessels before granting further permission to carry on voyage to Skagway, Alaska.
- National Aerial Surveillance Program (NASP) flights are being conducted to monitor and assess the situation.
- TC will continue to work with Federal and Provincial partners and First Nations to respond to this event.

If pressed re: regulations for Articulated Tug Barges:

- Transport Canada has a robust regulatory regime for the safe transportation of oil carried in tankers and barges that is consistent with international standards. The Canada Shipping Act, 2001, establishes comprehensive safety standards for all Canadian- and foreign-flagged vessels operating in Canadian waters. These standards cover vessel construction, equipment, inspections, crew.

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- Under the CSA, 2001, vessels are categorized into different classes (i.e. fishing vessels, tankers, tugs, barges, etc.) and required to meet appropriate safety standards based on their unique size, mode of operation, crewing, etc.

- Effective January 1, 2015, all oil tankers and barges must meet international standards for double hull construction under the Vessel Pollution and Dangerous Chemicals Regulations (the Regulations). Double-hulling, or equivalent protection as appropriate, provides an extra layer of protection against possible oil pollution from breaches to a vessel's hull in the event of running aground or a collision. These Regulations apply to all foreign vessels in Canadian waters, whether they are visiting a Canadian port or just passing through our waters en route to Alaska.

- An Articulated Tug and Barge (ATB) is a barge and tug that are physically locked together in a physical connection and manoeuvre as a single unit. The barge is considered an "oil barge", which describes any non-self propelled and unmanned vessel, other than an oil or gas offshore drilling unit or production unit, that is constructed or converted to carry bulk oil as cargo, and a tug. These oil barges fall under the Standards and Guidelines for the Construction, Inspection and Operation of Barges that Carry Oil in Bulk: http://www.tc.gc.ca/eng/marinesafety/tp-tp11960-menu-375.htm

- A Tug is considered " a vessel used exclusively in operations associated with towing another vessel or a floating object astern or alongside or in pushing another vessel or a floating object ahead". Tugs fall under various regulations, including the Canada Shipping Act, 2001: https://www.tc.gc.ca/eng/marinesafety/tp-tp15180-general-4268.htm

- Collaboration with Indigenous communities is an important part of protecting Canada's coasts and waterways. Moving forward, the Government of Canada will work in partnership with Indigenous communities and other key stakeholders to develop and deliver the Oceans Protection Plan, a $1.5 billion national plan to improve marine safety and responsible shipping, protect Canada's marine environment, and offer new possibilities for Indigenous and coastal communities. The Oceans Protection Plan will create long-term training and jobs for Indigenous communities across Canada, ensuring a meaningful role in emergency response and waterway management that protects their communities and livelihoods, while addressing their concerns about marine shipping.

If pressed re: current Heiltsuk blockade (now resolved):

- Transport Canada marine safety inspectors are granted authority under the Canada Shipping Act, 2001, to board vessels in Canadian waters for the purpose of conducting inspections and investigations.

- Transport Canada does not have any legal instruments to require the vessel owner to grant access to non-marine safety inspectors to board their vessel

Jillian Glover, M.Urb
Regional Communications Advisor, Communications
Transport Canada / Government of Canada
jillian.glover@tc.gc.ca / Tel: 604-666-9307 / TTY: 1-888-675-6563

Agente régionale des communications, Communications
Transports Canada / Gouvernement du Canada

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jillian.glover@tc.gc.ca / Tél. : 604-666-9307 / ATS : 1-888-675-6863

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Girouard, Louise

From: Lewis, Andy
Sent: 2017–November-29 4:13 AM
To: DFO.R C&P NCA Event SOP R.MPO
Subject: FW: Second Event Report Jake Shear
Attachments: Event Report_Jake Shearer2.pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

fyi

Andy Lewis
Area Chief, North Coast
Conservation and Protection
Fisheries and Oceans Canada
5235 A Keith Ave. Terrace BC, V8G 1L2
Office 250-615-5361 Cel [redacted]
Andy.lewis@dfo-mpo.gc.ca

From: Sanderson, Leslie
Sent: November-28-17 5:22 PM
To: Lewis, Andy
Subject: Second Event Report Jake Shear

Not much has changed, lots of people flying around confirming that there is not pollution events. The Barge and tug remain anchored and boomed in Norman Morrison Bay. Presently Transport Canada Inspectors are on scene. The next conference call is tomorrow at 8am.

Once the TC inspectors clear the tug and barge I would expect the barge will continue North.

Les Sanderson, Field Supervisor
Pacific Region, Fisheries and Oceans, Canada
Bella Bella, Field Unit
Box 38 Denny Island, BC, V0T1B0
Leslie.sanderson@dfo-mpo.gc.ca
Office Phone (250) 957 2523

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Event Reporting Template

This event report contains preliminary information and is subject to change.
Government of Canada classification rules apply.

Please select the appropriate classification:	Protected A Operational Event	☑	Protected B Sensitive Event	☐

EVENT INFORMATION

Report Date and Time: 2017-11-28 16:00hours

Incident Date and Time: 2017-11-26 19:28

Issue:

At 1541hrs the Tug Jake Shearer was struck by a rogue wave and disconnected from a laden fuel barge. Near Goose Island in Hieltsuk territory. Weather conditions rough CCG and other vessels responding.

Background:

Barge contains 3000000 Liters of Diesel and 400000 Liters of gas.
The crew on the Jack Shear were unable to board the barge due to weather.
The tug North Arm Prowler responded to the call. MCTS contacted the Norma H and the Ocean Clipper tasking them to assist. The Gordon Reid was also tasked and with and ETA on scene 1930hrs.
Nov 27 0146hrs update:
The responsible party activated arrangements with Western Marine Response Corp.
- The Heiltsuk have been notified.
-CCG vessels Gordon Reid and Cape Farewell are staged in the area.
- No indication of a spill at theis time.
1241hrs update:
- No pollution event at this time.
The barge is currently under tow headed to Seaforth Channel and Norman Morrison Bay.
• This is still under the direction of JRCC and SAR, but the ROC has stood up a level 2 EOC. We have tasked ships loaded with ER equipment to the area.
• WE are in the process of setting up an ICP in Port Hardy.

Current Status:

The Jake Shear and Barge are safely anchored and boomed in Norman Morrison Bay Near Bella Bella. 1700hrs Transport Canada Inspectors are on board currently inspecting the Tug and barge.

Strategic Considerations:

There is likely to be a strong media presence.

C&P on the Central Coast are not able to respond at this time . The Fishery Patrol Vessel T.A. Vallee is experience electrical issues and is non operational and there is only one Fishery Officer in Bella Bella.

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Strategic Communications:	
Detachment Supervisor Comments:	The spill risk seem minimal at this time and there are many resources tasked to this event. If we are going to gear up for a response to a pollution event C&P will need to move assets into the Central Coast.
Area Chief/Regional Chief Comments:	
Director Comments:	

Prepared by: Les Sanderson

Reviewed by:

Authorized by:

Once completed, please forward the report by e-mail to the corresponding area:

NORTH COAST YUKON BC INTERIOR SOUTH COAST LOWER FRASER RHQ

In addition to the area, please select send the event to the following if applicable:

Sent to RCMP Liasion ☐

Sent to Coast Guard ☐

s.16(2)

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Johansen, Jeff

From: Rogers, Juanita
Sent: November-29-17 1:51 PM
To: Daradics, Anya; Chiang, Eric
Cc: Johansen, Jeff; Groves, Steven
Subject: RE: Jake Shearer Hotwash

Sorry folks – one glaring error right up front – first NEEC notification is **Sunday, November 26 at 8:41 PM**.
Tx
JR

Juanita
(T) 250-756-7268 (C) [redacted]

From: Rogers, Juanita
Sent: November-29-17 1:37 PM
To: Daradics, Anya; Chiang, Eric (Eric.Chiang@dfo-mpo.gc.ca)
Cc: Johansen, Jeff (Jeff.Johansen@dfo-mpo.gc.ca); Groves, Steven (Steven.Groves@dfo-mpo.gc.ca)
Subject: RE: Jake Shearer Hotwash

Hi – as I cannot make the 6th, I've put a few notes/comments/questions together from my narrow RM (invert) perspective.

Greg Savard drafted the concepts for RM (discussed at regional meeting last week) so I've aligned my comments on Shearer according to his perspective on (1) our current process and (2) our role. Since Greg's bulleted items present a gap or question for resolution, please read my notes with the following thought in mind: "did we do better than Greg assessed?".

Tx much for the chance to contribute.
JR

<< File: Process now.docx >>

Juanita
(T) 250-756-7268 (C) [redacted]

-----Original Appointment-----
From: Daradics, Anya
Sent: November-28-17 8:30 AM
To: Daradics, Anya; Cauffope, Genevieve; Gallant, Nicole; O'Grady, Liane; Herborg, Matthias; Chiang, Eric; Benoy, Nicholas; Payne, Brigid; Davis, Neil; Rogers, Juanita; Cottrell, Paul
Subject: Jake Shearer Hotwash
When: December-06-17 1:00 PM-2:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: DFO CONF Vancouver-401BurrardSt-13-Bulkley CONF MPO

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Process now (drafted from Greg's summary ppt – did we do better than assessed?)

1. Notification to DFO quickly from EMBC, NEEC and others
    - **Monday, November 27, 2017 8:41 PM** First NEEC report to our CSSP Coordinator arrived.
    - **Monday 6:34 AM** NEEC Updates 1 & 2 forwarded to Program Lead SCA after she summarized the CBC News coverage in notification of potential incident to her group plus OPP, Eric Chiang.
    - Program Lead SCA also forwarded the first notifications to ECCC MWQMP, DFO North Coast RM and DFO ARM to let them know she will be first point of contact on CSSP for the day.
    - **Monday 3:39 PM** NEEC Update 5 and 6 to Program Lead SCA from ECCC. The CSSP Coordinator received the NEEC updates in varying 'packages' and only the latest was advanced to others in the unit:
        - Initial NEEC report – Sunday (8:41 pm)
        - Update 1 and 2 – Monday (2:55 am)
        - Update 3, 4, 5 – Monday (2:35 pm)
        - Update 6 – Monday (3:38 pm)
        - Update 7 – Tuesday (2:56 am)
    - **Monday 5:26 PM** OPP distribution of Update 6 to RD's and Species Coordinators, plus Program Leads SCA & NCA; *original from NEEC had some formatting issues and notification that the tug Jake Shearer had now also take on water was almost overlooked (could have been a second incident?).*
    - **Tuesday 2:56 AM** NEEC Update 7 received by CSSP Coordinator and (5:49 AM) forwarded to Program Lead SCA.
2. Triage, communication and engagement not as smooth
    - As above plus...
    - **Monday 8:00 AM** Acting CSSP Coordinator tasked to collate information on bivalve & trawl fisheries; Program Lead SCA collated information on invert dive & trap fisheries.
    - **Monday 8:09 AM** A summary of all licensed invert fisheries in Area 7/107 distributed to OPP and invert staff.
    - **Monday 10:55 AM** OPP contacted RM and MarMamm with update and request for info. *Were all RM sectors (salmon, groundfish, pelagics) and Areas (North Coast) contacted?*
    - **Monday 11:01 AM** Detailed list of active invert fisheries in Area 7/107 distributed to OPP and invert staff.
    - Since the OPP update noted the CCG request to prepare staff for site visit, Program Lead SCA briefed the Area Director (based on Seaforth experience, all staff were notified to prepare for on-grounds work so this approach was initiated again).
    - **Monday 11:23 AM** The OPP GIS Unit contacted Regional RM program delivery requesting an up to date list of fishery openings, closures, and other variation notices; he was provided the invertebrate 11:01 AM report. *Did the GIS Unit review Fishery Notices for Area 7/107 to conduct an analysis of active fisheries? Did this request get distributed further to operational staff in the Areas, or was it responded directly by the Species Coordinators? Did all sectors/Areas respond?*
3. CCG triages all events in marine and take on leadership of ship-sourced events, TC & others may lead non-ship events
    - No further comment at this time
4. Comms in DFO to engage/organize response actions requires work

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- As above plus…
- **Monday 12:41 PM** ROC Brief 3 distributed to OPP, MarMamm. Confirmed no pollution, and barge under tow to safety.
- **Monday 1:19 PM** RD RM distributed ROC Brief 3 to non-salmon Species Coordinators and Program Lead SCA. *Were Salmon RM and North Coast Area engaged?*
- **Monday 2:19 PM** ROC Brief #4 distributed by OPP to larger distribution, *including Salmon and North Coast Area.*
- **Tuesday 10:49 AM** OPP update to RD's and Species Coordinators, plus Program Leads SCA & NCA regarding EU meeting.
- Two subsequent OPP updates to DFO staff, including ROC Brief 4, but no official "stand down". *Should we implement a more formal "stand down" so that staff can understand if they may or may not return to their core work?*

5. Regardless of lead, ICS is set up – logistics, planning, operations (EU and main DFO role), finance/admin
   - No further comment at this time
6. R&R gaps in all DFO programs, external agencies, DFO's matrix organization of Region/Area model, FM support in three areas (close fish, ongoing info support to EU, open fish)
   - As above plus…
   - **Tuesday 8:00 AM** DFO RM inverts did not participate in EU meeting; received short update from ECCC at **9:24 AM** (nothing internally until later).
7. Expertise, capacity, training – limited DFO expertise, need to ID key positions, polluter pay principle (not perfect), sampling guidelines (FPP contract for standards)
   - No further comment at this time
8. Consultation – internally and externally
   - CSSP bivalves – MOU relationship defined in Manual of Operations for ECCC, CFIA and DFO on bivalves alone. Decisions to close/re-open are made on 'reason to believe there is contamination'; there is no public consultation other than to announce the decision.
   - Other invertebrates – DFO makes decision to close also based on 'reason to believe'; there is no public consultation on closure other than to announce the decision. *However, the decision to re-open based on advice from science, health authorities and others is part of our longer term discussion, including how/when/why we would consult.*
   - Other fish – presumably as above, but not defined anywhere?

FM roles and responsibilities for discussion (drafted from Greg's summary ppt – did we do better than assessed?)

1. Develop inventory of resources/fisheries by area (links with Oceans)
   - See above for this incident, but also note the work initiated on Gridded Landings, Effort and Value has not continued (?), nor has the establishment of simple 'fisheries footprints' as recommended in September. *Ideas – building a database of commercial licences by Subarea is a very simple, effective tool as it tells us immediately where to look for more info on potentially active fisheries (no point in looking for detailed info on Area 130 if no-one is ever licensing to fish there). Likewise, information regarding known non-commercial activity (creel/IREC/FSC Managers Database) will provide similar, although admittedly incomplete. Several commercial fishery resources are now mapped in GIS; with this information, one can assume if the resource is present for commercial fisheries, there are likely non-commercial fisheries occurring as well.*
2. Consult with FN, stakeholders re closures

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- Since there was no ECCC recommendation on bivalves (all Areas 7 to 10 closed due to biotoxin), no First Nations were contacted by RM Inverts.
- *Who initiated the DFO contact with the Heiltsuk Nation? They were engaged with the media almost immediately and noted the presence of important salmon, crab and seaweed harvesting grounds, plus marine mammal presence. What role/responsibility has been defined for DFO staff?*

3. Brief senior mngrs
   - As above plus…
   - **Wednesday 8:24 AM** Update to to RD's and Species Coordinators, plus Program Leads SCA & NCA.
   - *Did the RD's FM and RM distribute further?*
4. Take fishery closure actions
   - None needed, but once advice to close is received:
     - Bivalves – Prohibition Order request to RDG for decision.
     - Other fish – varying procedures used in past (PO or Variation Order), *see Regulations for detail/advice.*
5. Communicate closure actions
   - None needed, but once advice to close:
     - Bivalves – Fishery Notice publication, update Web.
     - Other fish – same.
6. Support ongoing info request for EU – species inventory/fisheries info further developed, assemble any science/stad info available, input to scope/conduct of sampling & results, conduct consultation
   - As above for inverts. *What other inventory information was provided? In a timely way? Were the data consistent in scope, utility?*
7. Business resumption – ongoing info, decisions, briefing, consultation
   - What steps, with whom, for what purpose and under what timelines for ongoing support? Operational staff will return to core workplan; *assuming a short list of contacts will be maintained to coordinate business as needed? When do briefings from first contact operational staff move to a more strategic approach (as above, when are we directed to "stand down"?).*

s.21(1)(b)

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Re: Jake Shearer update; 0800 Nov 29

2018-March-18
3:48 PM

Subject	**Re: Jake Shearer update; 0800 Nov 29**
From	Chiang, Eric
To	Herborg, Matthias
Cc	Daradics, Anya
Sent	2017-November-29 9:24 AM

I was included in the distribution for regular update confernce calls. this doesn't happen every time so this is another thing to sort out.

Sent from my BlackBerry 10 smartphone on the Rogers network.
From: Herborg, Matthias
Sent: Wednesday, November 29, 2017 8:29 AM
To: Chiang, Eric
Subject: RE: Jake Shearer update; 0800 Nov 29
Hi Eric

Thanks for those updates, they are really useful.

How are you getting them?

Matthias

From: Chiang, Eric
Sent: 2017-November-29 8:24 AM
To: Thomson, Andrew
Cc: Bate, Dan; Rogers, Juanita; Payne, Brigid; Johansen, Jeff; Groves, Steven; Herborg, Matthias; Daradics, Anya; Carlson, Mike; Benoy, Nicholas; Sanderson, Leslie; Cauffope, Genevieve; O'Grady, Liane; Cottrell, Paul; Davis, Neil; Jones, Lisa Ann
Subject: Re: Jake Shearer update; 0800 Nov 29

- TC update
2 inspectors complete inspection last night.

Tugs:
Ingress of water in 2 tanks, divers to inspect.
Other deficiencies found but main findings were the tanks.

Some deficiencies found on Barge as well

Sail ready? Need to await diver report. Then provide direction.
No pollution detected from water ingressed tanks.

ICP update CCG ER
Standing by. No additional updates.

Harley marine update
Appreciate support and cooperation. Believe inspection findings have been reasonable.

EMBC
No updates

MoE update

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None

HN
No updates.

WCMRC
Vessels going back to stations

CCG ER looking to release major ship assets and transfer command to TC as pollution risk diminishing further. CCG ERwould still have assets available. Conversation to be continued over next 24-48hrs.

Next call 1600

Eric Chiang

Fisheries and Oceans Canada
Sent on mobile device

On Tue, Nov 28, 2017 at 10:48 AM -0800, "Chiang, Eric" <Eric.Chiang@dfo-mpo.gc.ca> wrote:

Hi Andy,

Here's the update collected from Juanita, as she beat me to the punch somewhat. I have added some more notes in brown.
I have also reduced circulation of this update to the leads in each of the areas pertinent to response (e.g. FM / SARA / Science etc.)

Nov27 1820hrs - barge anchored at Norman Morrison Bay northwest of Bella Bella.

Nov28 update:

- Barge secured and anchored.
- Tug Jake Shearer anchored and oil containment boom deployed as preventive action; report of damage on front fuel tank; no confirmed leak.
    - There is a precautionary boom around the tug. No sheen observed inside the boom as well.
    - Divers are on standby in Vancouver airport due to weather in Bella Bella airport. Divers will inspect the tug hull. ETA unknown at this point due to flight delays.
- ICP has been struck up at Port Hardy; CCG is approaching the incident management under ICS framework; Unified Command includes HN, BC, CCG, and Harley Marine (owner)
    - Environmental Unit undertook a conference call at 0830 this morning.
        - EU works on collecting environmental sensitivity information based on the new location – Norman Morrison Bay
        - A preliminary list of species/resources including clam beds identified. Other

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agencies and HN will supply environmental sensitivity information. E.g. ECCC / DFO / HN.
    - Resource At Risk form (ICS 232) is being compiled based on above information. EU lead is BC MoE. A more completed list of resources will be distributed in afternoon.
    - All at EU agree there is diminishing risk but want to continue to the data collection work on precautionary basis.
    - ECCC will model new location, however it requires additional information on volumes from Tug.
- Highest importance for the incident management right now is for TC to provide inspection on the seaworthiness of the tug and the barge. ETA of TC inspectors ~1315 today.
    - HN has requested to attend inspection as well. This conversation is being conducted by TC and UC members, under ICS construct.
- Next incident management call: TBD but likely tomorrow morning.

Reminder: this area remains under Emergency Closure 7.ee

Eric

From: Thomson, Andrew
Sent: 2017–November-28 8:22 AM
To: Chiang, Eric
Cc: Bate, Dan
Subject: Jake Sherer call this morning

Eric

I was not able to attend the 8:00 am briefing, can you provide an short update of the situation?

Andrew J L Thomson
Regional Director | Directeur Régionale
Fisheries Management Branch | Direction de la gestion des pêches
Pacific Region | Region du Pacifique
Fisheries & Oceans Canada | Pêches et Océans Canada
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Government of Canada | Gouvernement du Canada

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Joy, Nickolas

From: McNish, Joanne
Sent: November-29-17 10:55 PM
To: Girouard, Roger
Subject: Fw: Jake Shearer and Zidell update

Fyi.

Sent by BB

From: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Sent: Wednesday, November 29, 2017 10:49 PM
To: Myers, Yvette; Whitelaw, Tywana; Jacob, Joshua; Stamnes, Nicole; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Wootton, Brian; Brady, Jeff; McNish, Joanne
Cc: Sachdeva, Tejinder; Gomes, Cipriano
Subject: FW: Jake Shearer and Zidell update

Hello all,

Latest update as of 2200 hours today.

Don, as spoken, please update TC SitCen HQ (only the summary).

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

From: Sachdeva, Tejinder
Sent: Wednesday, November 29, 2017 9:59 PM
To: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Cc: Gomes, Cipriano <cipriano.gomes@tc.gc.ca>
Subject: Jake Shearer and Zidell update

-Tom from Class ABS, Seattle office, boarded Jake Shearer and the barge at 1700 hours today.
-At 20:30 hours, ABS updated by phone, the status of class inspection of barge and tug which as follows:
- Tug Jake Shearer has three cracks on port side forward, which have been patched up by the divers and the vessel and class are closely monitoring the soundings of No1 port fuel and 1 port ballast tanks. No increase in sounding has been observed till the time of reporting. ABS will be staying on board and observing soundings till 6AM tomorrow.
- Barge Zidell:ABS informed that crack on the top deck plating has been patched up and the void space has been temporarily made weathertight. ABS intend giving two weeks time to the barge to effect permanent repairs to the cracked area.

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- Cipriano and me will be boarding the Jake Shearer and Zidell at 08:00 hours tomorrow by CCG Vessel Cape St. James to meet and obtain class report and divers report.

Will update once on board Jake Shearer.

Kind Regards
Tejinder

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Joy, Nickolas

From: McNish, Joanne
Sent: November-29-17 8:19 PM
To: Lettau, Rhona
Subject: Fw: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

Did you approve this?
Joanne

Sent by BB

From: ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>
Sent: Wednesday, November 29, 2017 6:22 PM
To: Haubert, Marie-Christine; Macdonald, Ron; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; Williams, Susan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

SITREP #9 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 29 NOV 2017 / 1620 PST

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/

6. Regional Location:
   a. Province/Territory:
   BRITISH COLUMBIA
   b. City: N/A
   c. Amplifying location details (as required):
   QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
   At 1620 PST, 29 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN. TUG GULF CAJUN PASSED TOW OF DANGEROUS GOODS TO NORMA H AND HAS NOW TAKEN OVER AS THE PRIMARY RESPONSE TUG. GULF CAJUN

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CURRENTLY ON SCENE WITH THE BARGE, ATTACHING TOW LINE. CCGS GORDON REID AND JAKE SHEARER STANDING BY. UPDATE TO FOLLOW. GULF CAJUN SEEKING DIRECTION ON DESTINATION FOR BARGE. TUG GULF CAJUN NOW ABEAM IVORY ISLAND, SEAFORTH CHANNEL, WITH BARGE IN TOW. CCGS GORDON REID AND TUG JAKE SHEARER ACCOMPANYING TO NORMAN MORRISON BAY. ALL VESSELS NOW IN SHELTERED WATERS. SAR OPERATIONS CONCLUDED. JACK SHEARER, AND GULF CAJUN ARE ANCHORED IN NORMAN MORISON BAY WITH THE BARGE. PRECAUTIONARY BOOM AROUND JACK SHEARER. GORDON REID RUNNING WEATHER COURSES OVERNIGHT IN RAYMOND PASSAGE. CURRENTLY NO CHANGE IN THE POSITION OF THE BARGE. TWO TRANSPORT CANADA SAFETY INSPECTORS ARE NOW ONBOARD CONDUCTING AN INSPECTION. STANDBY FOR DAILY UPDATE TOMORROW MORNING. CURRENT ACTIONS CONTINUE TO BE TO INSPECT THE TUG AND BARGE, MONITOR STABILITY AND COOPERATE WITH ALL STAKEHOLDERS INVOLVED WITH THIS INCIDENT. THE SITUATION IS STABLE AND RESOURCES ARE STARTING TO LEAVE IN ANTICIPATION THAT ENVIRONMENTAL RISK IS MINIMAL AND THE TUG AND BARGE WILL LIKELY BE TRANSITING SOUTH SOON. DIVERS ARE IN THE WATER RIGHT NOW CONTINUING THEIR INSPECTION. HELTSUK 1ST NATION OBSERVER ABOARD THE GORDON REID WILL BE DEPARTING AT 1730 PST TODAY. ICP IN PORT HARDY WILL STAY ACTIVE FOR NOW UNTIL AT LEAST TOMORROW. CCG ER WILL START TO DEMOBILISE ON SITE HOWEVER WILL CONTINUE TO SUPPORT THE OPERATION IN FULL.

8. Actions Taken:

ER VICTORIA: - 1515L ENVIRONMENTAL RESONSE ACCEPTS TRANFER OF COMMAND FROM JRCC.

EQUIPMENT TRAILERS FROM SEA ISLAND AND VICTORIA DEPOT STAGED IN PORT HARDY

BARTLETT ETA PORT HARDY 0700L NOVEMBER 28

JRCC Victoria: Gordon Reid tasked. ON SCENE.

Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.

No eta at this time. Barge dropped and enroute. Eta 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.

Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.

District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG. BARGE TO BE TOWED TO SAFE REFUGE, UPCOMING WEATHER A LARGE FACTOR IN CHOICE. DESTINATION TO BE DISCUSSED. TUG AND BARGE TO BE ANCHORED IN NORMAN MORRISON BAY WHERE INSPECTION OF VESSELS TO TAKE PLACE.

TC INSPECTORS ARRIVING ON SCENE TOMORROW. CG HELICOPTER BRINGING ADDITIONAL PERSONNEL TO THE SCENE FROM PORT HARDY, UNIFIED COMMAND ESTABLISHED WITH IC's FROM CCG, BC MOE, HEILTSUK NATION, AND RESPONSIBLE PARTY HARLEY MARINE. INTEND ICP TO COMMECE OPERATIONS NOVEMBER 28 0700. TC INSPECTORS ARE ONSCENE AND CONTINUE TO INSPECT THE VESSEL AND BARGE WITH DIVERS CURRENTLY IN THE WATER. THE BARGE AND TOWING VESSEL WILL PROBABLY LEAVE IN NEXT DAY SUBJECT TO TC AND USCG INSPECTIONS. INTENT IS FOR COAST GUARD ER TO PASS LEAD TO TRANSPORT CANADA TOMORROW.

11. Environmental Factors:

Pollution potential if barge goes aground.

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Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor. THERE IS APPROXIMATELY 13.3 MILLION LITRES IN THE BARGE. DISCREPENCY ADDRESSED IN 1600 PST TELECONFERENCE TODAY.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE. CASE TO BE HANDED OVER TO ENVIRONMENTAL RESPONSE WHEN SAFETY OF CREW ON BARGE CONFIRMED AND BARGE IS SECURELY UNDER TOW AND AWAY FROM SHORE. ALL INVOLVED VESSELS NOW IN SHELTERED WATERS. CASE BEING HANDED OVER TO ENVIRONMENTAL RESPONSE. CCG ER HAS ASKED THAT HARLEY MARINE PROVIDE A METHOD OF TOWING PLAN AND DISCUSS IT WITH TC AND CG BEFORE DEPARTURE.

16. Command Assessment:

17. Next SITREP will be provided at : 1800 PST NOVEMBER 30

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

s.16(2)

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Joy, Nickolas

From: McNish, Joanne
Sent: November-29-17 1:53 PM
To: Carter, Kelly
Subject: FW: Incident Coding Jake Shearer

Kelly,
Can you make a note of the coding for the ER incident – jake Shearer and send to all Superintendents.

All cost charged to this coding must be approved as incident costs.

Thank you
Joanne

From: Wong, Helen
Sent: November-29-17 1:22 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Cc: Brady, Jeff
Subject: RE: Incident Coding Jake Shearer

W9A21 E20 120 XXXX FHUN5.
I have not received confirmation from IBMS on the project code yet so it may not be ready to use in the system just yet but shouldn't be too long.

Helen

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: Wednesday, November 29, 2017 1:19 PM
To: Wong, Helen; Brady, Jeff
Subject: Incident Coding Jake Shearer

Do you have some financial coding set up for this incident?

The travel clerk is looking for it for hotels in Campbell River / Vancouver for the CG 701 crews……

Also, other flights etc.

Thank you
Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

D'sa, Leslie

From: Murdock, Philip
Sent: Wednesday, November 29, 2017 4:47 PM
To: Whitelaw, Tywana; ToFor (John) Yeung
Subject: Fw: Volumes of oil onboard the Zidell Mairne Barge (Jake Shearer)
Attachments: Volume of oil Tug and Barge.docx

As requested at the call.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>
Sent: Wednesday, November 29, 2017 2:49 PM
To: Murdock, Philip; Wootton, Brian
Cc: ROC Planning Officer / agent de planification COR (DFO/MPO); Bate, Dan; Imbeau, Michelle
Subject: Volumes of oil onboard the Zidell Mairne Barge (Jake Shearer)

Hello,

Attached is a table that clarifies that volume of oil that was aboard the tug and barge involved in the near miss earlier this week. It appears someone may have got the units incorrect.

Barge:
Diesel – 10,760,104L
Gasoline – 1,763,446L

UC members have this document.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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Tank Position	Contents	Capacity in US Gal	Quantity in US Gal	Capacity in Litres	Quantity in Litres
Jack Shearer					
#1 port	Diesel #2	14,195	8,969	53,734	33,951
#1 centre	Diesel #2	16,601	14,564	62,842	55,131
#1 starboard	Diesel #2	14,195	8,554	53,734	32,380
Day port	Diesel #2	2,447	2,086	9,263	7,896
Day starboard	Diesel #2	2,447	1,765	9,263	6,681
#2 port	Diesel #2	25,750	21,609	97,474	81,799
#2 starboard	Diesel #2	25,750	22,540	97,474	85,323
Overfill Tank	Diesel #2	2,472	849	9,358	3,214
M/E Lube	Lube Oil	667	167	2,525	632
Gen Lube	Lube Oil	309	211	1,170	799
Gear Oil	Gear Oil	357	241	1,351	912
Bilge Slop		1,123	-	4,251	-
Waste Oil		1,174	50	4,444	189
	Totals	107,487	81,605	406,883	308,907

Zidel 277					
FO Tank		5,000		18,927	
1P	Diesel #1 (Kerosene)	246,540 (5870bbl)	230,360	933,255	872,007
1S	Diesel #1 (Kerosene)	246,540 (5870bbl)	231,027	933,255	874,532
2P	Diesel #2	246,540 (5870bbl)	245,842	933,255	930,612
2S	Diesel #2	246,540 (5870bbl)	244,508	933,255	925,563
3P	Diesel #1 (Kerosene)	246,540 (5870bbl)	244,338	933,255	924,921
3S	Diesel #1 (Kerosene)	246,540 (5870bbl)	244,493	933,255	925,505
4P	Diesel #1 (Kerosene)	246,540 (5870bbl)	244,476	933,255	925,441
4S	Diesel #1 (Kerosene)	246,540 (5870bbl)	244,675	933,255	926,196
5P	Unleaded Gasoline	246,540 (5870bbl)	232,245	933,255	879,143
5S	Unleaded Gasoline	246,540 (5870bbl)	233,608	933,255	884,303
6P	Diesel #2	246,540 (5870bbl)	245,777	933,255	930,367

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6S	Diesel #2	246,540 (5870bbl)	245,592	933,255	929,669
7P	Diesel #1 (Kerosene)	215,460 (5130bbl)	210,591	815,605	797,172
7S	Diesel #1 (Kerosene)	215,460 (5130bbl)	210,841	815,605	798,119
	Totals	3,394,400	3,308,372	12,849,197	12,523,550
Grand Totals (Jack Shearer + Zidel 277)		3,501,887	3,389,977	13,256,080	12,832,457

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Dait, Haydee

From: Murdock, Philip
Sent: 2017–November-29 6:57 AM
To: [redacted]
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

Thanks [redacted]

Philip

From: [redacted]
Sent: November-28-17 5:32 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

As requested

[redacted] Nanaimo

[redacted] Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 7:41 PM
To: [redacted]
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

Excellent. Look forward to the pictures tomorrow. Thank you.

Philip

From: [redacted]
Sent: November-27-17 7:22 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

Hello Philip et al,

The tug is now boomed and the Gulf Rival and West Coast are returning to dock.

s.19(1)

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[redacted] Nanaimo

[redacted] | Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 7:10 PM
To: [redacted]
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

Thank you. Please advise all when completed.

Philip Murdock

From: [redacted]
Sent: November-27-17 6:53 PM
To: Murdock, Philip
Cc: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Discussion

The Gulf Rival is being assisted by the Westcoast

[redacted] Nanaimo

[redacted] Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 6:51 PM
To: [redacted]
Cc: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>
Subject: RE: Discussion

What vessel is / was doing the work?

Philip

From: [redacted]
Sent: November-27-17 6:37 PM
To: Murdock, Philip
Subject: RE: Discussion

s.16(2)
s.19(1)
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That is what we have directed Shearwater to do.

[redacted] Nanaimo

[redacted] | Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 6:28 PM
To: [redacted]
Cc: [redacted] Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>
Subject: Re: Discussion

Correct.

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [redacted]
Sent: Monday, November 27, 2017 4:42 PM
To: Murdock, Philip
Subject: RE: Discussion

Just to confirm - boom task is just the tug. Correct?

[redacted]

[redacted] | Head Office: 206-3500 Gilmore Way, Burnaby, B.C. V5G 0B8

Western Canada Marine Response Corporation

Please consider the environment before printing this email

From: Murdock, Philip [mailto:Philip.Murdock@dfo-mpo.gc.ca]
Sent: November-27-17 3:34 PM
To: [redacted]
Subject: Discussion

Are you both available for a quick discusion?

877.413.4781
[redacted]

Before the 1600 (now) Please. Acknowledge.

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Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

--

This message has been scanned for viruses and dangerous content by **E.F.A. Project**, and is believed to be clean.

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-29 10:34 AM
To: Martens, Michael; Murdock, Philip
Subject: FW: Jake Shearer Fuel Status Rev 1

For your awareness.

Jeff

From: [redacted]
Sent: Tuesday, November 28, 2017 4:33 PM
To: [redacted]
Subject: RE: Jake Shearer Fuel Status Rev 1

Reworded:

[redacted]

Engineering has completed an assessment of the fuel state on board the Jake Shearer utilizing information from before the incident and the current soundings of the tanks provided by the vessel crew. The fuel load on board at the time of departure from last port less the amount used during the transit corresponds well with the fuel amount currently on board. We have had an ingress of water to one forward fuel tank or the adjoining ballast water tank. The rate of ingress of water is fairly small. There has been no loss of fuel from the vessel.

The vessel is stable and will remain stable, as the ingress of water is confined to the two tanks.

The divers that have been scheduled to attend will inspect the hull to determine any damaged locations and make temporary repairs if required. ABS has been contacted and indicated that they intend to attend the vessel to perform an assessment prior to departure from its current anchorage.

[redacted]
Harley Marine Services
[redacted]
P: [redacted] C [redacted]
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-29 11:43 AM
To: Murdock, Philip
Cc: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: RE: 1100 Sitrep CCGS Gordon Reid 29 November 2017

Update: ABS Class inspector has landed in Vancouver, and will be on a charter flight up to Bella Bella. This flight is scheduled to land at 1440, and will immediately initiate the survey.

Jeff

From: Brady, Jeff
Sent: November-29-17 11:32 AM
To: Murdock, Philip
Subject: RE: 1100 Sitrep CCGS Gordon Reid 29 November 2017

Depending on weather, Divers should be on scene at 1330.

Still waiting on timing for class reps.

I'll update on both when able.

Weather has improved, and MM and Provincial Rep are now on route to Bella Bella. Mike will meet with Heiltsuk and divers.

Jeff

From: Murdock, Philip
Sent: November-29-17 11:29 AM
To: Brady, Jeff
Subject: RE: 1100 Sitrep CCGS Gordon Reid 29 November 2017

Thank Jeff,

Do you have an ETA fort the Divers and the Classification Rep from ABS?

Philip

From: Brady, Jeff
Sent: November-29-17 11:28 AM
To: [redacted] Kervel, John ENV:EX (John.Kervel@gov.bc.ca); [redacted]
Cc: [redacted] Murdock, Philip; Imbeau, Michelle; Martens, Michael
Subject: FW: 1100 Sitrep CCGS Gordon Reid 29 November 2017

Hello,

Please see update below from the CCGS Gordon Reid.

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Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

From: CCGS-NGCC, GordonReid Wheelhouse [mailto:ReidWH@ccgs-ngcc.gc.ca]
Sent: November-29-17 11:01 AM
To: Brady, Jeff
Cc: Main Ops Officer / Agent principal des Ops (DFO/MPO); CCGS-NGCC, GordonReid Captain
Subject: 1100 Sitrep CCGS Gordon Reid 29 November 2017

CCGS Gordon Reid position: Anchored in Norman Morison Bay (52 12.081 N 128 11.102 W).

Weather: SSE 15/25, Seas 1-2 foot chop, Bar 1014.5, Air Temp 7.1, Sea Temp 8.1, Visibility 2-3 nm, Rain

Jake Scherer, Earl W Redd, Barge – no activity noted

Vessels in area:
Departed:
Hakai Warrior – Heiltsuk (1 PoB) – arrived 0915. Departed 1048

Currently On Scene:
Eagle Bay – WCMRC (4 PoB) - arrived 0952.
Misla – Heiltsuk (2 PoB) – arrived 1044

Personnel on board Gordon Reid:
Jordan Wilson - Heiltsuk representative, Pacific Wild publication contributor.

Thank you,

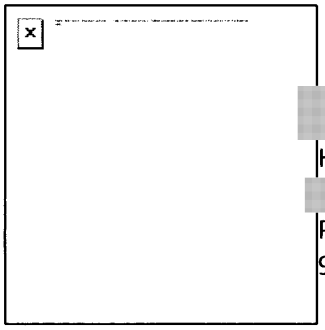
Nick
Captain N. Mancey

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Dait, Haydee

From: [redacted]
Sent: 2017–November-29 11:50 AM
To: Brady, Jeff; Kervel, John ENV:EX (John.Kervel@gov.bc.ca); [redacted]
Cc: [redacted] Murdock, Philip; Imbeau, Michelle; Martens, Michael
Subject: RE: 1100 Sitrep CCGS Gordon Reid 29 November 2017

Logistics update:
-9 person HMS crew scheduled to land in Bella Bella at 11:30, all travel has been taken care of.
-Divers scheduled to land in Bella Bella 1330
- ABS Inspector landing 1300 in Vancouver, charter flight 1440 to Bella Bella
Travel and lodging has been arranged for ABS as well as divers



[redacted]
Harley Marine Services
[redacted]
P: [redacted]
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From: Brady, Jeff [mailto:Jeff.Brady@dfo-mpo.gc.ca]
Sent: Wednesday, November 29, 2017 11:28 AM
To: [redacted]; Kervel, John ENV:EX (John.Kervel@gov.bc.ca) <John.Kervel@gov.bc.ca>; [redacted]
Cc: [redacted] Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Imbeau, Michelle <Michelle.Imbeau@dfo-mpo.gc.ca>; Martens, Michael <Michael.Martens@dfo-mpo.gc.ca>
Subject: FW: 1100 Sitrep CCGS Gordon Reid 29 November 2017

Hello,

Please see update below from the CCGS Gordon Reid.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

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To report marine pollution call 1-800-889-8852

From: CCGS-NGCC, GordonReid Wheelhouse [mailto:ReidWH@ccgs-ngcc.gc.ca]
Sent: November-29-17 11:01 AM
To: Brady, Jeff
Cc: Main Ops Officer / Agent principal des Ops (DFO/MPO); CCGS-NGCC, GordonReid Captain
Subject: 1100 Sitrep CCGS Gordon Reid 29 November 2017

CCGS Gordon Reid position: Anchored in Norman Morison Bay (52 12.081 N 128 11.102 W).

Weather: SSE 15/25, Seas 1-2 foot chop, Bar 1014.5, Air Temp 7.1, Sea Temp 8.1, Visibility 2-3 nm, Rain

Jake Scherer, Earl W Redd, Barge – no activity noted

Vessels in area:
Departed:
Hakai Warrior – Heiltsuk (1 PoB) – arrived 0915. Departed 1048

Currently On Scene:
Eagle Bay – WCMRC (4 PoB) - arrived 0952.
Misla – Heiltsuk (2 PoB) – arrived 1044

Personnel on board Gordon Reid:
Jordan Wilson - Heiltsuk representative, Pacific Wild publication contributor.

Thank you,

Nick
Captain N. Mancey

s.19(1)

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Dait, Haydee

From: ENV EEP Incident Commander ENV:EX <ic.eep@gov.bc.ca>
Sent: 2017–November-29 1:51 PM
To: Brady, Jeff; [redacted]
Cc: ENV EEP MEOC Director ENV:EX
Subject: DRAFT Demobilization plan

Please find below the draft demobilization requirements. Will await UC meeting to confirm the make up of the final Demobilization requirements.

DRAFT

Demobilization requirements of the Port Hardy ICP and UC:

* Completion of the inspection (ABS/Class)
* Completion of the haul inspections of the Jake Shearer and Zidell 277 confirming their seaworthiness for transit
* Confirming the pollution threat/concerns have been mitigated
* Documented that both (ABS/Class & Haul) inspections (written or verbal) are provided to UC from Harley Marine Services or Transport Canada
* Meeting the expectations of Transport Canada
* Harley Marine Services Inc provide details of planned transit route from Norman Morrison Bay
* Communication of the met expectations prior to movement
* Transfer of Command from Port Hardy UC to the regulatory lead agency Transport Canada

John Kervel, Environmental Emergency Response Officer | Environmental Emergency Program | Environmental Protection Division | Ph. 778-873-9445

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-29 2:07 PM
To: [redacted] Kervel, John ENV:EX (John.Kervel@gov.bc.ca); [redacted]
Cc: Murdock, Philip; [redacted] Martens, Michael
Subject: FW: 1400 Sitrep CCGS Gordon Reid 29 November 2017

Hello,

Please see Situation report below from the CCGS Gordon Reid.

"L/B" means the CCG Cape St James.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

From: CCGS-NGCC, GordonReid Wheelhouse [mailto:ReidWH@ccgs-ngcc.gc.ca]
Sent: November-29-17 2:04 PM
To: Brady, Jeff
Cc: Main Ops Officer / Agent principal des Ops (DFO/MPO); CCGS-NGCC, GordonReid Captain
Subject: 1400 Sitrep CCGS Gordon Reid 29 November 2017

CCGS Gordon Reid position: Anchored in Norman Morison Bay (52 12.081 N 128 11.102 W).

Weather: SSE 10/15, Seas 1 foot, Bar 1015.3, Air Temp 7.0, Sea Temp 8.4, Visibility 2-3 nm, Light Rain

Jake Scherer, Earl W Redd, Barge –
1250 - 9 Persons delivered to barge (Marle Mist water taxi)
Water taxi scheduled to return with divers (1345 – not arrived yet. nothing seen/heard at this time)

Vessels currently On Scene:
Eagle Bay – WCMRC (4 PoB) - arrived 0952.
Misla – Heiltsuk (2 PoB) – arrived 1044

1238 CCG443 fly over en route to Bella Bella

Personnel on board Gordon Reid:
Jordan Wilson - Heiltsuk representative, Pacific Wild publication contributor.

ROC instructions for Gordon Reid to depart Norman Morison around 1630.
L/B to come out 1600 and embark Jordan Wilson at 1600.

No information has been removed or severed from this page

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Reid will heave anchor at 1630 – southbound for Port Hardy.

Thank you,

Nick
Captain N. Mancey

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Dait, Haydee

From: ENV EEP Environmental Unit ENV:EX <eu.eep@gov.bc.ca>
Sent: 2017–November-29 2:19 PM
To: [redacted] ENV EEP Incident Commander ENV:EX; [redacted] Brady, Jeff
Cc: 'Mezzana, Thierry (EC)'; 'Lok, Erika (EC)'; McCann, Timothy; Herborg, Matthias
Subject: Updated 232
Attachments: 2017.11.29 ICS-232 resources at risk summary - Norman Morrison DC.doc

Good afternoon,

I received some feedback from [redacted] with the Heiltsuk Nation regarding the 232. Some minor changes where completed with that feedback. The new document is attached.

Thank you,

BRITISH COLUMBIA
Ministry of Environment and Climate Change Strategy

Dale Bull
Environmental Unit Leader

Environmental Emergencies Program
Cell: (250) 612-1189
eu.eep@gov.bc.ca
www.gov.bc.ca/spillsinfo @SpillsInfoBC
Report a spill: 1-800-663-3456

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1. Incident Name	2. Operational Period: (Date/Time)		RESOURCES AT RISK SUMMARY ICS-232
DGIR 172945 Tug Jake Shearer	From: 2017-11-28 0700-	To: 2100	

3. Environmentally-Sensitive Areas and Wildlife Issues

Site #	Priority	Site Name and/or Physical Location	Site Issues
		Aquatic Species	Halibut, Herring (juvenile), Black cod Rock cod, Salmon (juveniles), Octopus, Prawns, Yellow eye rockfish, geoduck, Crab, Dungeness crab, Sea cucumber, Sea urchin
		Intertidal Harvest / Food	Clams, Cockles, Other bivalves, duck, goose, deer
		Sensitive Vegetation	Eel Grass, sea asparagus and other sea weed
		Shore Segment 1367	Small bay off the east side of Norman Morrison, high sensitivity to Diesel or Gasoline
		Coho Salmon	Species at risk known to be in the area
		Marbled Murrelet	SARA listed species in area
		Marine Mammals	Humpback Whales, Orcas, Sea Otters, River Otters and Harbor Seals are known to be in the area

Narrative:

All sensitivities are confined to Norman Morrison Bay and immediate area. All species are known to be in the area and could be found anywhere in the bay.

Entire bay is a candidate National Marine Conservation Area and is included in the Protection Management Zone

4. Archaeo-cultural and Socio-economic Issues

Site #	Priority	Site Name and/or Physical Location	Site Issues
		Harvest / Food	Key food gathering in the area for local consumption and commercial operations
		Rock Art	There is documented rock art in the area.
		Fish Weir / Traps	There are documented fish traps in this area
		Archeological site	Site is located on spit of land between Norman Morrison and Strom Cove

Narrative:

Specific information on the known location of any cultural modifications to the area are being investigated and will be updated if any previously known sites are identified.

If any work needs to be completed in the intertidal or on land a local representative (archeologist) needs to be present

There is always a possibility of discovering new cultural modification and any personal in the intertidal or on shore should be aware.

5. Prepared By: (Environmental Unit Leader)	Date/Time:
Dale Bull	2017.11.29 1400hrs

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Dait, Haydee

From: McNish, Joanne
Sent: 2017–November-29 5:08 PM
To: Brady, Jeff
Subject: Follow up

Jeff,
You should have been in the loop on the detail of the discussion. I included it below. The regional order remains while diving and operations in place.

The lead for TC will be Tofor Yeung (Jon) and contact details, etc will follow.

I appreciate your concern with the Gordon Reid departing and the new information, but CG will continue to support all operations.

Let me know if I can provide further information. s.19(1) s.23

Joanne

From: Girouard, Roger
Sent: Wednesday, November 29, 2017 2:52 PM
To: Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Bennett, Bob <Bob.Bennett@dfo-mpo.gc.ca>
Cc: Myers, Yvette <yvette.myers@tc.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Subject: RE: [redacted]

Brian just hit the road with Tofino MERCC on the calendar. We can certainly still coordinate the call as we have to date. WE remain fully subscribed to finishing the process. We should probably express the transition at the 4 PM and explain to folks why TC will talk louder now.
Roger

From: Whitelaw, Tywana [mailto:tywana.whitelaw@tc.gc.ca]
Sent: Wednesday, November 29, 2017 2:48 PM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>
Cc: Myers, Yvette <yvette.myers@tc.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Subject: RE: [redacted]

Brian,

[redacted] It makes sense for us to assume the lead at this point. As part of your supporting role that you mentioned below, would you be able to continue arranging the calls and we will take the lead during them? It would be enormously helpful. Thanks in advance, and thank you for sharing the advance order.

Regards,

Terri

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From: Wootton, Brian [mailto:Brian.Wootton@dfo-mpo.gc.ca]
Sent: Wednesday, November 29, 2017 10:24 AM
To: Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>
Cc: Myers, Yvette <yvette.myers@tc.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Subject: RE: [redacted]

Terri,

I am about to issue a revised order to our Incident Commander in Port Hardy. I am attaching an advance copy for your review and information. (It points to the hoped for continuing de-escalation and right-sizing of response effort...)

I would like to confirm TC position regarding taking over or leading your own Unified Command post. This would be a softer landing for GOC versus CCG moving directly to a shut-down of the ICP in Hardy. CCG could transition in such a case to a supporting & resource agency... (bit of role reversal if you will as we will have no grounds to require the shipowner to continue to support an ICP for 'response' purposes – whereas TC appears from here to be well placed to lead for Canada on the requirements expected of the shipowner before their release to commerce/voyage...) Thoughts?

Best,

Brian W.

From: Myers, Yvette [mailto:yvette.myers@tc.gc.ca]
Sent: Wednesday, November 29, 2017 9:03 AM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>
Subject: RE: [redacted]

[redacted].thanks!

Yvette Myers

Regional Director, Marine Safety and Security
Transport Canada, Pacific Region / Government of Canada
yvette.myers@tc.gc.ca / Tel: 604-666-5474 / TTY: 1-888-675-6863

Directrice régionale, Sécurité et sûreté maritimes
Transports Canada, Région du Pacifique / Gouvernement du Canada
yvette.myers@tc.gc.ca/ Tel: 604-666-5474 / ATS : 1-888-675-6863

From: Wootton, Brian [mailto:Brian.Wootton@dfo-mpo.gc.ca]
Sent: Wednesday, November 29, 2017 8:59 AM
To: Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; Myers, Yvette <yvette.myers@tc.gc.ca>
Subject: RE: [redacted]
Importance: High

[redacted]

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Brian

[redacted]

s.14(b)

s.21(1)(b)

s.23

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Dait, Haydee

From: [redacted]
Sent: 2017–November-29 5:56 PM
To: Brady, Jeff; [redacted]
john.kervel@gov.bc.ca
Subject: Situation Summary
Attachments: ICS 209 Situation Summary 11.29.17.docx

Follow Up Flag: Follow Up
Flag Status: Completed

[redacted]

Email: [redacted]
Direct:
Fax:

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation •

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1. Incident Name	2. Operational Period (Date / Time)	INCIDENT STATUS SUMMARY ICS 209-CG
Goose Island	From: To: Time of Report 11/29/2017 0600 11/30/2017 0600	

3. Type of Incident

	Oil Spill	☐	HAZMAT	☐	AMIO
☐	SAR/Major SART	☐	SI/Terrorism	☐	Natural Disaster
	Marine Disaster	☐	Civil Disturbance	☐	Military Outload
☐	Planned Event	☐	Maritime HLS/Prevention	☐	

4. Situation Summary as of Time of Report:

Weather: SSE 10/15, Seas 1 foot, Bar 1015.3, Air Temp 7.0, Sea Temp 8.4, Visibility 2-3 nm, Light Rain.

Earl W. Redd took over the tow line from *Gulf Cajun* for *Jake Shearer*. *Gulf Cajun* departed last night.

TC inspection found damage to the tow pins, which was from the initial breaking apart of the *Zidell 277* and the *Jake Shearer*. Water was found to be entering the fuel tank, but still remains uncertain as to where it is coming from.

The ICP is currently on standby.

Overflights occurred today with CCG and the Province. At the time of their observation, there were no signs of oil in the water.

The Bartlett conducted a crew change today at noon. The vessel with crew will be spending the night in Port Hardy.

The *Eagle Bay* was on site throughout the day today, and will be in Bella Bella tonight.

The *Gil Sentinel* is back in Prince Rupert as of 1450.

UC corrected initial statement that there was 3.5 million litres of diesel and 500,000 litres of gasoline, to there being 3.5 million gallons of diesel and 500,000 gallons of diesel. Totaling approximately 13,300,000L of fuel between the two vessels.

Divers arrived in Bella Bella at approximately 1330. The divers, CCG, and Heiltsuk before leaving dock to review the plan and the incident safety plan. They left the dock towards the site at 1425.

Diving operations resulted in the disturbance of sea growth on the bottom of the *Jake Shearer*, which showed a very light, non-recoverable sheen and a hairline crack on the hull.

There were two Unified Command teleconferences today – the first occurring this morning at 0800, and the second this evening at 1600.

5. Future Outlook/Goals/Needs/Issues:

The divers will potentially be filling the crack with Splash Zone. The dive inspection is planned to be completed this evening.

In the event of a release, the *Eagle Bay* is on standby with recovery and containment, which could be promptly deployed if required.

Organization of a demob plan to happen today; Demob to be activated pending the results of the divers' inspection.

CCG initiating transfer of lead to TC.

There will be another Unified Command check-in teleconference tomorrow morning at 0800.

s.16(2)
s.19(1)

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Dait, Haydee

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-29 6:26 PM
To: Brady, Jeff
Subject: RE: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

Ok thanks. I thought they would have to head to Seattle for repairs..

Duane Allen

Alerting Desk Officer, Canadian Coast Guard – Western Region
Fisheries and Oceans Canada / Government of Canada
roc1cor1@dfo-mpo.gc.ca / Tel: 250-480-2772 Cell:
Pollution Reporting Line: 1-800-889-8852

Agent responsable des alertes, Garde côtière Canadienne, Région de l 'Ouest
Pèches et Océans Canada / Gouvernement du Canada
roc1cor1@dfo-mpo.gc.ca / Tel. : 250-480-2772 Cell.
Ligne de signalement de pollution: 1-800-889-8852

From: Brady, Jeff
Sent: 29-Nov-17 18:24
To: ROC1 / COR1 (DFO/MPO)
Cc: Lettau, Rhona
Subject: Re: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

Hello,
Minor coorection, the barge is heading north. This does not require a correction/update in my opinion.

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

On Wed, Nov 29, 2017 at 6:21 PM -0800, "ROC1 / COR1 (DFO/MPO)" <ROC1COR1@dfo-mpo.gc.ca> wrote:

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

SITREP #9 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 29 NOV 2017 / 1620 PST

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4. Primary Department(s)/Agency(s):
CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/

6. Regional Location:
a. Province/Territory:
BRITISH COLUMBIA
b. City: N/A
c. Amplifying location details (as required):
QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:
At 1620 PST, 29 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN. TUG GULF CAJUN PASSED TOW OF DANGEROUS GOODS TO NORMA H AND HAS NOW TAKEN OVER AS THE PRIMARY RESPONSE TUG. GULF CAJUN CURRENTLY ON SCENE WITH THE BARGE, ATTACHING TOW LINE. CCGS GORDON REID AND JAKE SHEARER STANDING BY. UPDATE TO FOLLOW. GULF CAJUN SEEKING DIRECTION ON DESTINATION FOR BARGE. TUG GULF CAJUN NOW ABEAM IVORY ISLAND, SEAFORTH CHANNEL, WITH BARGE IN TOW. CCGS GORDON REID AND TUG JAKE SHEARER ACCOMPANYING TO NORMAN MORRISON BAY. ALL VESSELS NOW IN SHELTERED WATERS. SAR OPERATIONS CONCLUDED. JACK SHEARER, AND GULF CAJUN ARE ANCHORED IN NORMAN MORISON BAY WITH THE BARGE. PRECAUTIONARY BOOM AROUND JACK SHEARER. GORDON REID RUNNING WEATHER COURSES OVERNIGHT IN RAYMOND PASSAGE. CURRENTLY NO CHANGE IN THE POSITION OF THE BARGE. TWO TRANSPORT CANADA SAFETY INSPECTORS ARE NOW ONBOARD CONDUCTING AN INSPECTION. STANDBY FOR DAILY UPDATE TOMORROW MORNING. CURRENT ACTIONS CONTINUE TO BE TO INSPECT THE TUG AND BARGE, MONITOR STABILITY AND COOPERATE WITH ALL STAKEHOLDERS INVOLVED WITH THIS INCIDENT. THE SITUATION IS STABLE AND RESOURCES ARE STARTING TO LEAVE IN ANTICIPATION THAT ENVIRONMENTAL RISK IS MINIMAL AND THE TUG AND BARGE WILL LIKELY BE TRANSITING SOUTH SOON. DIVERS ARE IN THE WATER RIGHT NOW CONTINUING THEIR INSPECTION. HELTSUK 1ST NATION OBSERVER ABOARD THE GORDON REID WILL BE DEPARTING AT 1730 PST TODAY. ICP IN PORT HARDY WILL STAY ACTIVE FOR NOW UNTIL AT LEAST TOMORROW. CCG ER WILL START TO DEMOBILISE ON SITE HOWEVER WILL CONTINUE TO SUPPORT THE OPERATION IN FULL.

8. Actions Taken:
ER VICTORIA: - 1515L ENVIRONMENTAL RESONSE ACCEPTS TRANFER OF COMMAND FROM JRCC.

EQUIPMENT TRAILERS FROM SEA ISLAND AND VICTORIA DEPOT STAGED IN PORT HARDY
BARTLETT ETA PORT HARDY 0700L NOVEMBER 28

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JRCC Victoria: Gordon Reid tasked. ON SCENE.

Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.

No eta at this time. Barge dropped and enroute. Eta 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.

Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.

District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG. BARGE TO BE TOWED TO SAFE REFUGE, UPCOMING WEATHER A LARGE FACTOR IN CHOICE. DESTINATION TO BE DISCUSSED. TUG AND BARGE TO BE ANCHORED IN NORMAN MORRISON BAY WHERE INSPECTION OF VESSELS TO TAKE PLACE.
TC INSPECTORS ARRIVING ON SCENE TOMORROW. CG HELICOPTER BRINGING ADDITIONAL PERSONNEL TO THE SCENE FROM PORT HARDY, UNIFIED COMMAND ESTABLISHED WITH IC's FROM CCG, BC MOE, HEILTSUK NATION, AND RESPONSIBLE PARTY HARLEY MARINE. INTEND ICP TO COMMECE OPERATIONS NOVEMBER 28 0700. TC INSPECTORS ARE ONSCENE AND CONTINUE TO INSPECT THE VESSEL AND BARGE WITH DIVERS CURRENTLY IN THE WATER. THE BARGE AND TOWING VESSEL WILL PROBABLY LEAVE IN NEXT DAY SUBJECT TO TC AND USCG INSPECTIONS. INTENT IS FOR COAST GUARD ER TO PASS LEAD TO TRANSPORT CANADA TOMORROW.

11. Environmental Factors:

Pollution potential if barge goes aground.
Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor. THERE IS APPROXIMATELY 13.3 MILLION LITRES IN THE BARGE. DISCREPENCY ADDRESSED IN 1600 PST TELECONFERENCE TODAY.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE. CASE TO BE HANDED OVER TO ENVIRONMENTAL RESPONSE WHEN SAFETY OF CREW ON BARGE CONFIRMED AND BARGE IS SECURELY UNDER TOW AND AWAY FROM SHORE. ALL INVOLVED VESSELS NOW IN SHELTERED WATERS. CASE BEING HANDED OVER TO ENVIRONMENTAL RESPONSE. CCG ER HAS ASKED THAT HARLEY MARINE PROVIDE A METHOD OF TOWING PLAN AND DISCUSS IT WITH TC AND CG BEFORE DEPARTURE.

16. Command Assessment:

17. Next SITREP will be provided at : 1800 PST NOVEMBER 30

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

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Dait, Haydee

From: Ayres, Bob
Sent: 2017–November-29 9:41 AM
To: Wootton, Brian; Murdock, Philip
Cc: Brady, Jeff
Subject: RE: diving on SCUBA

Good advice. As Brian and Mike are certainly aware, Brian Clements of DFO OHS (ex-CCG diver) serves as the Regional Diving Safety Coordinator so would be a good resource to check in with.

7.B.1 of FSM provides some guidance for the use of contracted divers in the Fleet setting and has some cross over applicability. http://intra.ccg-gcc.gc.ca/files/operations/en/publications/5737/5737-7b1.pdf

Regards,
Bob

From: Wootton, Brian
Sent: November-29-17 9:31 AM
To: Murdock, Philip; Ayres, Bob
Cc: Brady, Jeff
Subject: RE: diving on SCUBA

Philip,

Understanding that the Shipowner is tasking divers – versus UC, we are never-the-less fortunate to have Mike Martens reviewing the Dive plans of Harley Marine Services. That said I will ask you to confirm with Sea Island Dive Coordinator (Cam Knight), and/or Departmental Diving Safety Officer that Provincially regulated Occupational SCUBA divers are permitted to work in "overhead environments" – such as beneath a 400 foot long, flat-bottom barge. If the answer is yes – are there regulatory requirements that pertain? (underwater communications, daisy chain tactics etc.... conversely if the answer is no requirements are stipulated, what would our best practice recommendations sound like? Ie: tethered c/w line pull signal plan)

Brian W.

From: Brady, Jeff
Sent: Wednesday, November 29, 2017 9:21 AM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>
Subject: FW: diving on SCUBA

I'm sending you this, as you normally like to be aware of dive operations.

[redacted] who mike is talking to, is the incident's safety officer, who is contracted by WCMRC and is in the ICP.

Jeff

From: Martens, Michael
Sent: November-29-17 8:55 AM
To: [redacted]

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Cc: Brady, Jeff
Subject: diving on SCUBA

Hello,

There has been some discussion regarding the limitations of SCUBA in commercial diving. The following is an excerpt from Worksafe BC.

(Restrictions apply to the use of scuba for occupational diving purposes. Scuba cannot be used for underwater construction, demolition, salvage and recovery, jetting, blasting, welding or cutting, penetrations or in other areas if the diver is exposed to a hazard such as differentials of pressure, excessive flows, confined spaces, contaminated environments, or entrapment. Surface-supplied diving equipment must be used in place of scuba.)

The type of work being proposed on the tug "Jake Shearer" is basically a hull survey with some possible patching and plugging. The work planned falls does not meet the criteria that would prevent the team from using SCUBA.
Hydra marine has indicated that they will provide a dive plan which should include a safety component. CCG will offer assistance with vessel exclusion and medics if needed.

Michael Martens

Senior Response Officer
Canadian Coast Guard
Environmental Response
4260 Inglis Dr. Richmond B.C. V7B-1L7
(604)270-7143
michael.martens@dfo-mpo.gc.ca

REPORT MARINE POLLUTION 1(800) 889-8852

s.19(1)
s.21(1)(b)

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-29 9:56 AM
To: Murdock, Philip
Subject: RE: diving on SCUBA

Hello,

[redacted]

Jeff

From: Wootton, Brian
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To: Murdock, Philip; Ayres, Bob
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From: Brady, Jeff
Sent: Wednesday, November 29, 2017 9:21 AM
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Jeff

From: Martens, Michael
Sent: November-29-17 8:55 AM
To: [redacted]
Cc: Brady, Jeff
Subject: diving on SCUBA

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Hydra marine has indicated that they will provide a dive plan which should include a safety component. CCG will offer assistance with vessel exclusion and medics if needed.

Michael Martens

Senior Response Officer
Canadian Coast Guard
Environmental Response
4260 Inglis Dr. Richmond B.C. V7B-1L7
(604)270-7143
michael.martens@dfo-mpo.gc.ca

REPORT MARINE POLLUTION 1(800) 889-8852

s.16(2)
s.19(1)
s.21(1)(b)

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Dait, Haydee

From: Knight, Cameron
Sent: 2017-November-29 11:01 AM
To: Murdock, Philip; Wootton, Brian
Cc: Briggs, Bruce; Brady, Jeff; Martens, Michael
Subject: RE: diving on SCUBA

Hi Philip and Brian

I just had a quick call with Mike Martens. I explained that best practice in the eyes of the Canadian Coast Guard would be the use of Surface Supplied Divers. That being said, the Coast Guard is not the contractor of the dive job. The way I read both the CSA standard and work safe BC standards is that SCUBA can be utilized for basic inspections, and a life line shall be utilized if there is not clear access to the surface. The use of tools is prohibited. If Hydra marine has a specific JSA applied to this job that outlines safe practices including backup divers, and emergency planning, then they can be utilized. Feel free to call me at the base for any further clarification.

Cameron

Cameron Knight
A/ Diving Safety Officer
CCG Base Sea Island
604.278.7717 [w] / [redacted] c]
Cameron.knight@dfo-mpo.gc.ca

From: Martens, Michael
Sent: November-29-17 10:21 AM
To: Knight, Cameron; Murdock, Philip
Cc: Briggs, Bruce; Brady, Jeff
Subject: Re: diving on SCUBA

Hello Cam,
Thank you for the information. Would it be possible to have a short conference call to make sure we are all on the same page. Hydra Marine is enroute with a team to conduct a dive on SCUBA. [redacted]
MM

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Knight, Cameron
Sent: Wednesday, November 29, 2017 10:15 AM
To: Murdock, Philip
Cc: Briggs, Bruce; Brady, Jeff; Martens, Michael
Subject: RE: diving on SCUBA

Hi Philip

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Here is a direct excerpt from the CSA Z275.2-15 Occupational Safety Code for Diving, and WorkSafeBC code. Some dive companies follow the WorkSafeBC Regulations. I personally believe that all diving operations that involve overhead environments and tools should be done using Surface Supply Diving techniques.

7 SCUBA diving

7.1 General

7.1.1

SCUBA diving applies to diving operations in which divers use self-contained underwater breathing apparatus. It may be used in a tethered or untethered mode. SCUBA diving shall not be used in offshore gas and oil diving operations.

Note: *It is **generally recommended that free-swimming SCUBA diving not be used for commercial diving operations** except where surface-supplied techniques are inappropriate. It is recognized that occupational divers may require the use of free-swimming SCUBA equipment in the performance of their duties.*

7.1.2

This Standard does not address the use of SCUBA providing recirculating apparatus (closed and semi- closed circuit). It is possible that permission to use such apparatus will be required.

7.1.3

SCUBA shall not be used for diving operations involving underwater intakes, and/or entry into pipes, or conditions as outlined in Clause 4.4.3.1 (penetration diving). See Annex J for operational guidelines on penetration diving.

7.1.4

SCUBA shall not be used for diving operations that involve

a)welding;

b)burning/cutting;

c)high-pressure jetting;

d)hoisting;

e)dredging;

f)**the use of power tools**; or

g)the use or handling of explosives [with the exception of the clearance/remediation of unexploded explosive ordnance (UXO), provided that a hazard assessment has determined that the use of surface supply diving techniques and equipment would lead to an increased risk and specific tasks associated with police diving or improvised explosive devices (IEDs)]. For UXO and police diving operations, see CSA Z275.6.

7.1.5

A **lifeline tended from the surface shall be used at all times in diving operations** under ice, or where potentially hazardous situations such as water currents, low visibility, and adverse weather conditions exist, and where the **diver does not have clear access to the surface.**

7.2 Maximum depth

The depth of dives for a diver using SCUBA shall not exceed 40 m (130 ft) or at a lesser maximum depth as required.

Work SAFE BC Regulations

G24.37 Restrictions on scuba

Issued September 1999

Section 24.37(1) of the *Occupational Health and Safety Regulation* states:

Scuba must not be used in underwater construction, burning, welding, **salvage operations**, demolition, jetting and suction dredging or other diving operations in which the diver

(a) may be entrapped,

(b) **does not have free access to the surface**,

(c) **may be exposed to a contaminated environment**, or

(d) could be adversely affected by hazardous underwater or surface work activities or conditions which could be alleviated if the diver were using surface supplied air.

This section does not prevent the use of scuba in all operations involving underwater construction, burning, welding, salvage, demolition, jetting and suction dredging. It only applies to those operations where one of paragraphs (a) to (d) apply.

Cameron Knight

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A/ Diving Safety Officer
CCG Base Sea Island
604.278.7717 [w] / [redacted] [c]
Cameron.knight@dfo-mpo.gc.ca

From: Murdock, Philip
Sent: November-29-17 9:41 AM
To: Knight, Cameron
Cc: Briggs, Bruce; Brady, Jeff
Subject: FW: diving on SCUBA
Importance: High

Good Day Cameron

You are no doubt aware the Western Region is engaged in a Central Coast Incident, involving a ITB unit that was damaged when the Tug "Jake Shearer" and its barge "Ziddle Marine 277", "decoupled" during heavy weather on Sunday and the loaded fuel barge very nearly grounded on the Goose Island.

The vessels are now safely at anchor in Norman Morison Bay, near Bella Bella. TC has completed its inspection and divers are required to complete an underwater inspection. Brian Wootton has asked me to seek you help in providing expert advice and guidance on this issue and you will see his questions/concerns, below.

You are no doubt busy, but it would be very much appreciated if you could review the issues/questions and speak directly with Jeff Brady (CCG IC in Part Hardy), as soon as possible..

Your attention to this matter is appreciated; thank you.

Philip Murdock
Superintendent Environmental Response
Surintendant intervention environnementale
Western Region / Région de l'Ouest
Canadian Coast Guard / Garde côtière canadienne
Telephone: 250.480.2722, Cellular: [redacted]
philip.murdock@dfo-mpo.gc.ca

From: Wootton, Brian
Sent: November-29-17 9:31 AM
To: Murdock, Philip; Ayres, Bob
Cc: Brady, Jeff
Subject: RE: diving on SCUBA

Philip,

Understanding that the Shipowner is tasking divers – versus UC, we are never-the-less fortunate to have Mike Martens reviewing the Dive plans of Harley Marine Services. That said I will ask you to confirm with Sea Island Dive Coordinator (Cam Knight), and/or Departmental Diving Safety Officer that Provincially regulated Occupational SCUBA divers are permitted to work in "overhead environments" – such as beneath a 400 foot long, flat-bottom barge. If the answer is yes – are there regulatory requirements that pertain? (underwater communications, daisy chain tactics etc....

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conversely if the answer is no requirements are stipulated, what would our best practice recommendations sound like? Ie: tethered c/w line pull signal plan)

Brian W.

From: Brady, Jeff
Sent: Wednesday, November 29, 2017 9:21 AM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>
Subject: FW: diving on SCUBA

I'm sending you this, as you normally like to be aware of dive operations.

[redacted] who mike is talking to, is the incident's safety officer, who is contracted by WCMRC and is in the ICP.

Jeff

From: Martens, Michael
Sent: November-29-17 8:55 AM
To: [redacted]
Cc: Brady, Jeff
Subject: diving on SCUBA

Hello,

There has been some discussion regarding the limitations of SCUBA in commercial diving. The following is an excerpt from Worksafe BC.

(Restrictions apply to the use of scuba for occupational diving purposes. Scuba cannot be used for underwater construction, demolition, salvage and recovery, jetting, blasting, welding or cutting, penetrations or in other areas if the diver is exposed to a hazard such as differentials of pressure, excessive flows, confined spaces, contaminated environments, or entrapment. Surface-supplied diving equipment must be used in place of scuba.)

The type of work being proposed on the tug "Jake Shearer" is basically a hull survey with some possible patching and plugging. The work planned falls does not meet the criteria that would prevent the team from using SCUBA.
Hydra marine has indicated that they will provide a dive plan which should include a safety component. CCG will offer assistance with vessel exclusion and medics if needed.

Michael Martens

Senior Response Officer
Canadian Coast Guard
Environmental Response
4260 Inglis Dr. Richmond B.C. V7B-1L7
(604)270-7143
michael.martens@dfo-mpo.gc.ca

No information has been removed or severed from this page

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REPORT MARINE POLLUTION 1(800) 889-8852

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-29 5:25 PM
To: [redacted]
Subject: Requirements for the demobilisation of the Port Hardy ICP and UC.docx
Attachments: Requirements for the demobilisation of the Port Hardy ICP and UC.docx
Attachment provided elsewhere.

Please print.
Jeff

Page 1154

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s.19(1)
s.21(1)(b)

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Dait, Haydee

From: Brady, Jeff
Sent: 2017-November-29 10:21 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Cc: Murdock, Philip; Wootton, Brian; McNish, Joanne
Subject: RE: Regional Orders Update Nov. 29
Attachments: ICS 209 Situation Summary 11.29.17.docx; Demobilization of WCMRC assets Nov 29.pdf; Requirements for the demobilisation of the Port Hardy ICP and UC.DOCX; Bartlett CO debrief.docx; Transfer of Command - Goose Island 2017.pdf

Hello,

Divers and class inspectors have completed their survey/inspection of the tug Jake Shearer and barge Zidell Marine 277. The only noteworthy part of the survey is that divers discovered three 3" cracks at the chine of the hull. It was reported that the divers brushed the hull clear to see the crack, and when they came to the surface shortly after a silver sheen appeared at the surface. The divers applied splash zone (putty) to the cracks. No oil observed since then. This minor issue was discussed within the UC, and calmly noted without greater discussion.

Harley Marine as updated CCG advising that ABS inspection staff are staying onboard the tug this evening, completing their report, and the vessel should be cleared to sail in the morning. They may not sail immediately, as they still await USCG inspectors prior to transiting Alaska waters.

Attached is the pre-identified "triggers" that UC agreed upon to stand-down the ICP/UC (unfortunately I could not scan the signed copy). It is anticipated that theses triggers will be met by 12:00hrs on Nov 30th. If so, WCMRC assets will be demobilized, and the ICP will be stood down. Attached are the hand over notes for TC.

In regards to CCG, Mike Martens and Greg Swift will be driving back to Richmond, and Helen will be flying Pacific Coastal. I plan to take the CCG Helicopter to Bella Bella, debrief with Heiltsuk, stay the night, and RTB via Pacific Coastal Friday.

In regards to the official/unofficial "handover" to TC, communication is key, up, down and sideways. The Regional Order does say prepare for transfer of command,

I arrived to the station to see that industry, OGD's, and Heiltsuk had been welcomed and accommodated by the station's staff. This included a special grocery run for rations and stationary supplies. That said, I cannot forget the professionalism of the Bartlett crew to support the response. Capt. Shuckburgh and I met in the ICP to discuss how the incident unfolded, attached are the debrief notes from that discussion. Most of the comments are ER/Logistics focussed.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

To report marine pollution call 1-800-889-8852

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-29-17 11:44 AM
To: Brady, Jeff; Murdock, Philip; XPAC CCG RMB; NCC / CCN (DFO/MPO)
Cc: XPAC CCG Supt's All
Subject: Regional Orders Update Nov. 29

On request of the Director of Incident Management:
Updated Regional Orders.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

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1. Incident Name	2. Operational Period (Date / Time)	INCIDENT STATUS SUMMARY ICS 209-CG
Goose Island	From: To: Time of Report 11/29/2017 0600 11/30/2017 0600	

3. Type of Incident

	Oil Spill	☐	HAZMAT	☐	AMIO
☐	SAR/Major SART	☐	SI/Terrorism	☐	Natural Disaster
	Marine Disaster	☐	Civil Disturbance	☐	Military Outload
☐	Planned Event	☐	Maritime HLS/Prevention	☐	

4. Situation Summary as of Time of Report:

Weather: SSE 10/15, Seas 1 foot, Bar 1015.3, Air Temp 7.0, Sea Temp 8.4, Visibility 2-3 nm, Light Rain.

Earl W. Redd took over the tow line from *Gulf Cajun* for *Jake Shearer*. *Gulf Cajun* departed last night.

TC inspection found damage to the tow pins, which was from the initial breaking apart of the *Zidell 277* and the *Jake Shearer*. Water was found to be entering the fuel tank, but still remains uncertain as to where it is coming from.

The ICP is currently on standby.

Overflights occurred today with CCG and the Province. At the time of their observation, there were no signs of oil in the water.

The Bartlett conducted a crew change today at noon. The vessel with crew will be spending the night in Port Hardy.

The *Eagle Bay* was on site throughout the day today, and will be in Bella Bella tonight.

The *Gil Sentinel* is back in Prince Rupert as of 1450.

UC corrected initial statement that there was 3.5 million litres of diesel and 500,000 litres of gasoline, to there being 3.5 million gallons of diesel and 500,000 gallons of diesel. Totaling approximately 13,300,000L of fuel between the two vessels.

Divers arrived in Bella Bella at approximately 1330. The divers, CCG, and Heiltsuk before leaving dock to review the plan and the incident safety plan. They left the dock towards the site at 1425.

Diving operations resulted in the disturbance of sea growth on the bottom of the *Jake Shearer*, which showed a very light, non-recoverable sheen and a hairline crack on the hull.

There were two Unified Command teleconferences today – the first occurring this morning at 0800, and the second this evening at 1600.

5. Future Outlook/Goals/Needs/Issues:

The divers will potentially be filling the crack with Splash Zone. The dive inspection is planned to be completed this evening.

In the event of a release, the *Eagle Bay* is on standby with recovery and containment, which could be promptly deployed if required.

Organization of a demob plan to happen today; Demob to be activated pending the results of the divers' inspection.

CCG initiating transfer of lead to TC.

There will be another Unified Command check-in teleconference tomorrow morning at 0800.

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Requirements for the demobilisation of the Port Hardy ICP and UC:

- Completion of the inspection (ABS/Class)
- Completion of the dive survey, confirming the vessel's hull is seaworthy
- Transport Canada releasing the vessels Jake Shearer and Zidell 277
- Confirming the pollution threat/concerns have been mitigated
- Written confirmation from Harley Marine Services that both (ABS/Class & Haul) inspections are complete, and that the vessels no longer pose a threat to discharge.
- Harley Marine Services Inc. provide details of planned transit route from Norman Morrison Bay
- Communication to the local community and stakeholders regarding the vessel sailing has been complete.
- Transfer of Command from Port Hardy UC to the regulatory lead agency Transport Canada

Harvey Marine (RPIC) _____

Canadian Coast Guard (FIC) _____

Heiltsuk (FNIC) _____

Provincial Ministry of Environment _____

Nov 29th, 2017

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Canadian Coast Guard
Environmental Response
Richmond

Attention:
Jeff Brady
Environmental Response
Canadian Coast Guard
4260 Inglis Drive
Richmond BC
V7B 1L7

28/11/2017

Subject: De-Briefing with Commanding Officer CCGS Bartlett

A briefing was held at 0935 on November 28, 2017 at ICP Port Hardy to address any issues faced with loading and departure of CCGS Bartlett from Victoria CCG Base.

Key Concerns brought from discussion:

1.) No shore support available on short notice available after regular hours.
   - Commanding Officer Shuckburgh suggested that Environmental Response Personnel be provided training on yard equipment to expedite the loading process in the event of an emergency.
   - Other options may be for Yard Personnel, be required to provide after hours or short notice service in the event of emergency.

2.) Current State of dock creates severe limitations and restricts operations.
   - Commanding Officer Shuckburgh suggested that until dock repairs are completed that ER stage critical equipment closer to dock so CCG Ships may have easier access.

3.) CCGS may not have received equipment list, (cargo manifest)
   - Environmental Response to use proper procedures when expecting to load equipment on CCG Vessels (Cargo Movement request Form) and delivered through ROC to ensure proper distribution. An understanding of after hour requirements may need to be discussed with all parties involved.

4.) Although all lifting equipment seemed to be in good repair and usable, there was no regulatory information provided.

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- Environmental Response should provide certification for all lifting equipment to be used by CCG Vessels.

5.) Not all equipment weights provided.
   - Environmental Response to ensure all equipment to be loaded on CCG Vessels be weighed and clearly marked prior to loading. In most cases this may be done prior as deployable gear usually doesn't change.
   - ER Crews to understand that a change to equipment packs requires updated weight information.

6.) There were no equipment checklists or operating procedures available for crew use.
   - Environmental Response to create checklists and operating procedures for equipment deployed on CCG Vessels for use by their crews.

Overall, Commanding Officer Shuckburgh was pleased with the operation from the Environmental Response Department and feels the issues faced did not hamper or restrict the operation other than time delays.

De-briefing concluded at 1035. Actions suggested to be reviewed by Deputy Superintendents and regions SRO's.

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Transfer of Command

Candian Coast Guard to Transport Canada

Incident name/geographic location:

The name of this incident is Goose Island (2017). The original location of this incident was near the south end of the Goose Group. Inspection of the vessel including dive survey was conducted in Norman Morrison Bay.

Agencies/Incident Commanders in Unified Command

On the morning of Tuesday Nov 28th, Unified Command was established. Members of Unified Command were:
Harley Marine Services
Canadian Coast Guard
Heiltsuk Nation
Provincial Ministry of Environment

Category/type of incident:

Type 3, Environmental Response

Notes The incident started a Search and Rescue incident, and at 1500 on Nov 27th the incident category, and command, changed from the Joint Rescue Coordination Centre to the Canadian Coast Guard.*

Brief history of incident:

At 1600L, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. southerly winds and 5 m seas created difficulty in regaining control of the barge. The barge is loaded with 10,760,104L of Diesel & 1,763,446L Gasoline

Current situation:

Barge Zidell Marine 277 & Tug Jake Sharer both remain in place in Norman Morrison Bay. WCMRC have deployed preventative booming around the vessel.
Dive operations ongoing to determine extent of damages. A relief crew from Harley Marine have arrived in Norman Morrison Bay.
An Incident Command Post (ICP) was setup in Port Hardy, with a virtual Environmental Unit to discuss potential issues.

Current organization:

The current organisation is comprised of the Unified Command described above, and various contractors providing support (WCMRC, divers, waters taxi's and aircraft).

Resource assignments:

CCG resources: The motor life boat Cape St James is based out of Bella Bella on a regular basis, and can be used to support TC as needed. The CCG helicopter is stood down.
WCMRC resources are stood down, and are returning to base.

Resources ordered and/or enroute:

There are no resources ordered and/or enroute.

Incident facilities:

The Port Hardy ICP has been stood down.

Incident Tactical Communications Plan:

N/A

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Restraints or constraints:

N/A

Critical Information Requirements:

N/A

Public/Media Communications Strategy:

Once UC has been stood down, the communication strategy will be left to individual organisations.

Command assessment:

The vessel no longer poses a risk to pollute. CCG has no further intentions at this time.

Name/Signature/Agency (outgoing Incident Commander): Jeff Brady Digitally signed by Jeff Brady DN: cn=Jeff Brady, o=Canadian Coast Guard, ou=Environmental Response, email=jeff.brady@DFO-MPO.GC.CA, c=CA Date: 2017.11.29 17:54:50 -08'00'

Name/Signature/Agency (incoming Incident Commander): _____

Effective Date/Time of transfer of command: (dd/mm/yyyy / xx:xx hrs): Nov 30, 2017 – 0800hrs

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UNIFIED COMMAND SIGN-OFF SHEET

Name: Signature: Agency: Date:	Name: Signature: Agency: Date:
Name: Signature: Agency: Date:	Name: Signature: Agency: Date:
Name: Signature: Agency: Date:	Name: Signature: Agency: Date:

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	STATUS CHANGE ICS 210-OS
Goose Island S-17-0011	From: November 29, 2017 / 06:00 To: Nov 29, 2017 / 18:00	

3. Personnel / Resource Name or I.D. WCMRC Assets (see below)

4. New Status

☐ Available / Staged ☑ Assigned Demobilization ☐ Out of Service

5. FROM Location or Status	6. TO Location or Status
Standing by to Goose Island Incident	Demobilization to homeport and response readiness

7. Time of Location / Status Change

11/29/2017 15:15

8. Comments

The following WCMRC/contracted assets are to be stood down and demobilized pending Unified Command approval:
- Eagle Bay w/crew (standing by @ Norman Morrison Bay)
- Sentinel 101 boom skiff
- Containment boom surrounding tug Jake Shearer (originating from WCMRC Shearwater equipment cache)
- WCMRC staff at Port Hardy ICP

9. Prepared by:	Date / Time
Resource Unit	November 29, 2017 / 15:15
10. Processed by: (Resource Unit)	**Date / Time**

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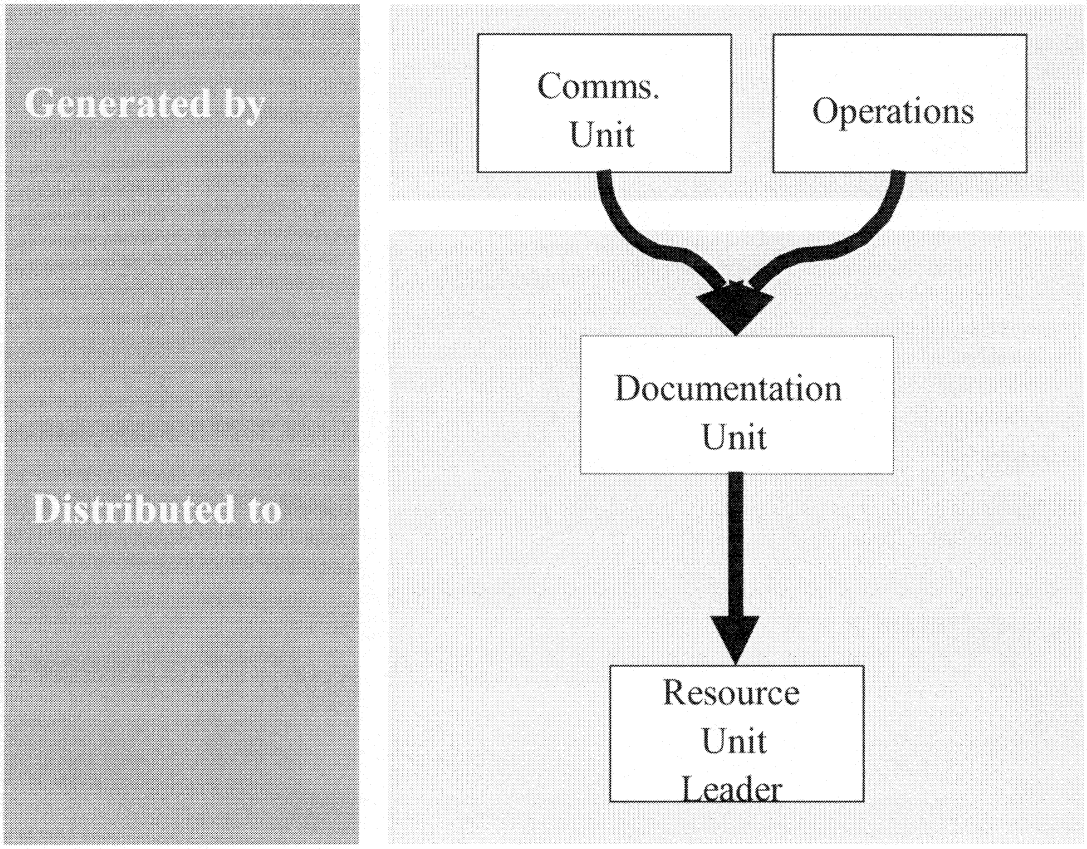
STATUS CHANGE (ICS FORM 210-OS)

Purpose. The Status Change form is used to record status change information received on resources assigned to the incident.

Preparation. The form is completed by radio/telephone operators who receive status change information from individual resources, Task Forces, Strike Teams, and Division/Group Supervisors. Status information could also be reported by Staging Area and Helibase Managers or fixed-wing facilities.

Distribution. The original is given to the Resources Unit, and the Communications Unit retains a second copy.

All completed original forms MUST be given to the Documentation Unit.



s.19(1)
s.21(1)(b)

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Dait, Haydee

From: McNish, Joanne
Sent: 2017–November-29 10:50 PM
To: Brady, Jeff
Subject: Re: Regional Orders Update Nov. 29

Thanks Jeff.

[redacted]

Thank you.
Joanne

Sent by BB

From: Brady, Jeff
Sent: Wednesday, November 29, 2017 10:21 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Cc: Murdock, Philip; Wootton, Brian; McNish, Joanne
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s.16(2)
s.19(1)

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included a special grocery run for rations and stationary supplies. [redacted] That said, I cannot forget the professionalism of the Bartlett crew to support the response. Capt. Shuckburgh and I met in the ICP to discuss how the incident unfolded, attached are the debrief notes from that discussion. Most of the comments are ER/Logistics focussed.

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Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
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To: Brady, Jeff; Murdock, Philip; XPAC CCG RMB; NCC / CCN (DFO/MPO)
Cc: XPAC CCG Supt's All
Subject: Regional Orders Update Nov. 29

On request of the Director of Incident Management:
Updated Regional Orders.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

s.19(1)

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1. Incident Name	2. Operational Period (Date / Time)	INDIVIDUAL LOG ICS 214a-OS
GOOSE ISLAND	From: 11/29/17 0600 To: 11/30/17/ 0600	

3. Individual Name	4. ICS Section	5. Assignment / Location
[redacted]		PORT HARDY

6. Activity Log — Page of

Time	Major Events
0705	CHECK IN W/ EAGLE BAY ; TO TAKE ON SEA SLUG & RBS SKIMMER
0800	UC TELECONFERENCE
1100	GIL SENTINEL ARRIVED AT HARLEY BAY
1450	GIL SENTINEL RETURNED TO PRINCE RUPERT ; SENTINEL 101 REMAINS IN KLEMTU

7. Prepared by: Date / Time

s.19(1)

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1. Incident Name	2. Operational Period (Date / Time)	3. Check-in Location	CHECK-IN LIST (Personnel) ICS 211p-OS
Goose Island	From: Nov 29, 2017 / 06:00 To: Nov 30, 2017 / 06:00	☑ Command Post ☐ Other ☐ Staging Area ___	

Personnel Check-in Information

4. Name	5. Company / Agency	6. ICS Section / Assignment / Quals.	7. Contact Information	8. Initial Incident Check-In? (X)	9. Time In	9. Time Out
[redacted]	WCMRC	[redacted]	[redacted]	☐	07:00	
	WCMRC			☐	07:00	
	WCMRC			☐	07:00	
Zach Scher	ENV	Planning	Zachary.Scher@GOV.BC.CA	☐	07:00	
Dale Ball	MoE	PLN	Dale.Ball@gov.bc.ca	☐	0700	
JOHN KERVEL	BC MOECCS	IC.	JOHN.KERVEL@[illegible]	☐	07:00	
[redacted]	HMS/OTB		[redacted]	☐	0:700	
Megan Hunchitt	Heiltsuk			☐	0700	
Helen Wong	CCG	FINANCE	helen.wong@dfo-mpo.gc.ca	☐	0700	
Mike Martens	CCG	AIR OP/ TRANSPORTATION	michael.martens@dfo-mpo	☐	0700	
Greg Swift	CCG	RESOURCE	greg.swift@dfo-mpo.gc.ca	☐	0700	
Jeff Brady	CCG	FED IC	jeff.brady@dfo-mpo.gc.ca	☐	0700	
				☐		
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				☐		

10. Prepared by:	Date / Time	11. Date / Time Sent to Resources Unit
[redacted]	November 29, 2017 / 08:30	

CHECK-IN LIST (Personnel) June 2000 ICS 211p-OS

Original: Check-In Copies: (2) Resources Unit (3) Finance/Admin. (4) Documentation Electronic version: NOAA 1.0 June 1, 2000

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	INDIVIDUAL LOG ICS 214a-OS
GOOSE ISLAND	From: 11/28/17 0600 To: 11/29/17 0600	

3. Individual Name	4. ICS Section	5. Assignment / Location
[redacted]		PORT HARDY

6. Activity Log — Page of

Time	Major Events
0600	EAGLE BAY DEPART KLEMTU
0750	EAGLE BAY RETURNED TO KLEMTU TO LEAVE BROM SKIFF; HEADED BACK TO SITE
0800	UC TELECONFERENCE
1023	EAGLE BAY ARRIVED TO NORMAN MORRISON BAY
1330	[redacted] CREW CHANGE ON PENMAN
1330	PENMAN DEPART FROM PORT HARDY HEADING TO CAMPBELL RIVER
1500	KAIEN SENTINEL ARRIVED BACK TO PRINCE RUPERT
1700	UC TELECONFERENCE
1200	UC SIGNED OFF ON DEMOB. OF PENMAN.

7. Prepared by: [redacted] Date / Time 11/28/17

Record all personal activity --> Supervisor at end of shift --> Documentation Unit

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

WESTERN CANADA MARINE RESPONSE CORPORATION

Incident #: S-17-0011

WORK ORDER

Work Order #: 3	**Time Period:** 27-28 November 17

Requesting/Responsible Party Representative	**WCMRC Representative**
	[redacted]
(Authorized Representative) [redacted]	(Authorized Representative) PO Box 82070, Burnaby, B.C. V5C 5P2
(Organization) Harley Marine	(Address) 604-294-6001
(Address)	(Phone Number) [redacted]
(Phone Number) [redacted]	(Fax Number) WCMRC Fax Numbers: Burnaby – 604-294-6003 Duncan – 250-746-9447 Prince Rupert – 250-624-5166
(Fax Number)	Emergency Number: 604-294-9116

Description of Marine Spill Response Services to be Provided:
(attach ICS204c Assignment Lists)

☐ Emergency ☑ Non-Emergency

2 x Vessels from Shearwater Marine, no more than 1000 feet of boom (anticipate 400 feet) to boom Tug Jake Shearer until completion of TC inspections. Up to 6 personnel (anticipate 4).
One safety officer to work at the ICP.

Cost estimate: (in Canadian Dollars) $_____

The Requesting/Responsible Party authorizes WCMRC to proceed with the work outlined in this Work Order.	**WCMRC agrees to carry out the work outlined and approved by the terms of this Work Order.**
[redacted]	(Signature of Authorized Representative)
	(Position) [redacted]
	(Date mm/dd/yyyy and time)

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	3. Check-in Location	CHECK-IN LIST (Personnel) ICS 211p-OS
Goose Island	From: Nov 28, 2017 / 06:00 To: Nov 29, 2017 / 06:00	☑ Command Post ☐ Other ☐ Staging Area ___	

Personnel Check-in Information

4. Name	5. Company / Agency	6. ICS Section / Assignment / Quals.	7. Contact Information	8. Initial Incident Check-In? (X)	9. Time In	9. Time Out
[redacted]	WCMRC	[redacted]	[redacted]	☐	07:00	
	WCMRC			☐	07:00	
	WCMRC			☐	07:00	
Megan Hunchuk	Heiltsuk	Liaison/Heiltsuk	[redacted]	☐	0700	
Jeff Bad	CCG	FIC	Jeff.Bad@dfo-mpo.gc.ca	☐	0700	
JOHN KERVEL	BC MOECCS	PROV IC	JOHN.KERVEL@GOV.BC.CA	☐	0700	
Dale Bull	BC MOE	PLN	Dale.Bull@gov.bc.ca	☐	0700	
Helen Wong	CCG	FINANCE	helen.wong@dfo-mpo.gc.ca	☐	0700	
MIKE MARTENS	CCG	AIR OP	MICHAEL.MARTENS@dfo-mpo.	☐	0700	
Greg SWIFT	CCG	RESOURCE	Greg.Swift@dfo-mpo.gc.ca	☐	0700	
				☐		
				☐		
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10. Prepared by:	Date / Time	11. Date / Time Sent to Resources Unit
[redacted]	November 28, 2017 / 10:00	

CHECK-IN LIST (Personnel) June 2000 ICS 211p-OS

Original: Check-In Copies: (2) Resources Unit (3) Finance/Admin. (4) Documentation Electronic version: NOAA 1.0 June 1, 2000

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UNIFIED COMMAND SIGN-OFF SHEET

Name: Jeff Brady Signature: Agency: CCG Date: 28/11/17	Name: JOHN KERVEL Signature: Agency: BC MOECCS Date: 28/11/17
Name: Megan Humchitt Signature: Agency: Heiltsuk Date: 28/11/17	Name: [redacted] Signature [redacted] Agency: HMS/O TB Date: 28/11/2017
Name: Signature: Agency: Date:	Name: Signature: Agency: Date:

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	STATUS CHANGE ICS 210-OS
Goose Island S-17-0011	From: November 28, 2017 / 06:00 To: Nov 28, 2017 / 18:00	

3. Personnel / Resource Name or I.D. WCMRC & CCG Assets (see below)

4. New Status

☐ Available / Staged ☑ Assigned Demobilization ☐ Out of Service

5. FROM Location or Status	6. TO Location or Status
Standing by to Goose Island Incident	Demobilization to homeport and response readiness

7. Time of Location / Status Change

11/28/2017 11:00

8. Comments

The following WCMRC/contracted assets are to be stood down and demobilized pending Unified Command approval:
- GM Penman and Sentinel 200(standing by @ Port Hardy)

The following CCG assets are to be stood down and demobilized pending Unified Command approval:
- CCG ER Boom Trailer #1/ Chev 06 (standing by @ Port Hardy)
- CCG Opal Bay/Truck (standing by @ Port Hardy)

The following CCG assets are to repostion pending Unified Command approval:
- CCGER 665 - Reposition to Deadman Island
- CCGER 701 - Reposition to Sealsland

Both CCG vessels to remain on short standby for immediate deployment of required by Unified Command.

9. Prepared by:	Date / Time
Resource Unit	November 28, 2017 / 11:00
10. Processed by: (Resource Unit)	**Date / Time**

s.16(2)
s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	3. Check-in Location	CHECK-IN LIST (Personnel) ICS 211p-OS
Goose Isl - Jake S	11/27/17 From: ~~0700~~ 0630 To: 1830	☐ Command Post ☐ Other ☐ Staging Area ___	

Personnel Check-in Information

4. Name	5. Company / Agency	6. ICS Section / Assignment / Quals.	7. Contact Information	8. Initial Incident Check-In? (X)	9. Time In	9. Time Out
[redacted]	WCMRC	[redacted]	[redacted]	☐	0630	
	WCMRC			☐	0800	
	WCMRC			☐	0800	
	WCMRC			☐	0630	
Jeff Brady	CCG			☐	0630	
Helen Wake	CCG			☐	1230	
[redacted]	HMS / olympic Ty	[redacted]		☐	1200	
	HMS			☐		
				☐		
				☐		
				☐		
				☐		
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10. Prepared by: Date / Time	11. Date / Time Sent to Resources Unit

CHECK-IN LIST (Personnel) June 2000 ICS 211p-OS

Original: Check-In Copies: (2) Resources Unit (3) Finance/Admin. (4) Documentation

Electronic version: NOAA 1.0 June 1, 2000

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	INDIVIDUAL LOG ICS 214a-OS
Goose Island	From: 0600/27/11/2017 To: 1800 /27/11/2017	

3. Individual Name	4. ICS Section	5. Assignment / Location
[redacted]	Logistics	CCG - Port Hardy

6. Activity Log — Page 1 of

Time	Major Events
0800	Arrive @ Port Hardy CCG ICP
0815	Update conference call
0830	Call [redacted]
0900	Complete ICS paper work
1100	Meeting
1300	Organize new ICP.
1354	Depart Port Hardy
1880	Arrive to Campbell River

7. Prepared by: [redacted] Date / Time 27/11/2017 / 1338

INDIVIDUAL LOG June 2000 ICS 214a-OS

Record all personal activity --> Supervisor at end of shift --> Documentation Unit

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	INDIVIDUAL LOG ICS 214a-OS
Goose Isl - Jake Shearer	11/27/17 From: 0600 To: 1800	

3. Individual Name	4. ICS Section	5. Assignment / Location
[redacted]	[redacted]	Port Hardy ICP.

6. Activity Log — Page of

Time	Major Events
0630	Check in w [redacted]
0715	Teleconference w WCMRC Command staff
0755	arrive @ Port Hardy ICP
0800	Teleconference w CCG
1200	Teleconference w CCG + Stakeholders.
1354	DEPART PORT HARDY
1830	ARRIVE HOME TO COMOX

7. Prepared by: Date / Time

INDIVIDUAL LOG June 2000 ICS 214a-OS

Record all personal activity --> Supervisor at end of shift --> Documentation Unit

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1. Incident Name	2. Operational Period (Date / Time)	INDIVIDUAL LOG ICS 214a-OS
GOOSE ISLAND	From: 11/27/17 0600 To: 11/28/17 0600	

3. Individual Name	4. ICS Section	5. Assignment / Location
[redacted]		PORT HARDY

6. Activity Log — Page of

Time	Major Events
06:30	~~TELECONFERENCE~~ / CHECK-IN W. PENMAN
07:15	TELECONFERENCE W. LEE
07:55	ARRIVE @ CCG PORT HARDY
08:00	TELECONFERENCE W. CCG
09:02	CIM PENMAN @ ORANGE POINT ; CHECK-IN [redacted]
~~09:10~~	~~SET UP~~
10:51	CONTACTED PENMAN ; INSTRUCTED TO GO TO SAYWARD & STAND BY.
10:55	PENMAN AGREED TO SLOW DOWN ; TRY TO STAY IN CELL SERVICE
12:00	~~CCG~~ UC TELECONFERENCE
14:00	UC TELECONFERENCE (IMPROMPTU)
14:50	MOVE ICS TO PORT HARDY FIRE RESCUE
16:00	UC TELECONFERENCE
16:36	PENMAN CREW MOORED AT PORT HARDY HARBOUR AUTHORITY
17.30	PENMAN CREW CHECKED IN TO QUARTERDECK
19:20	TUG BOOMED OFF

7. Prepared by: [redacted] Date / Time 11/27/17

INDIVIDUAL LOG June 2000 ICS 214a-OS

Record all personal activity —> Supervisor at end of shift —> Documentation Unit

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1. Incident Name	2. Operational Period (Date / Time)	INDIVIDUAL LOG ICS 214a-OS
GOOSE ISLAND	From: 11/26/17 To: 11/27/17	

3. Individual Name	4. ICS Section	5. Assignment / Location
[redacted]		PORT HARDY - ICP

6. Activity Log — Page of

Time	Major Events
1922	Activated
1935	[redacted] organized to drive to Port Hardy
1935	Penman crew organized - [redacted]
1947	[redacted] supplied SDS - product identified as diesel
21:25	[redacted] depart Campbell River
2230	Penman depart for Campbell River ; then to Port Hardy w. [redacted]
2355	Email update from [redacted]
00:00	[redacted] arrive to Port Hardy
0005	[redacted] arrive at CCG Station ; no activity
0006	Update from [redacted] ; appr. 2.5 hours from Port Hardy
0015	[redacted] arrive at Quarterdeck
0300	[redacted] arrive at Quarterdeck

7. Prepared by: Date / Time

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1. Incident Name	2. Operational Period (Date / Time)	INDIVIDUAL LOG ICS 214a-OS
Goose Island	From: 1800/26/11/2017 To: 0600/27/11/2017	

3. Individual Name	4. ICS Section	5. Assignment / Location
[redacted]	Logistics	Port Hardy CCG ICP

6. Activity Log — Page 1 of 1

Time	Major Events
2000	Sent sensitivity maps to internal WCMRC response team
2100	Depart for WCMRC office
2200	Depart WCMRC office to Comox
2340	Depart comox
0300	Arrive Port Hardy Quarterdeck

7. Prepared by: [redacted] Date / Time 27/11/2017 / 09:10am

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1. Incident Name	2. Operational Period (Date / Time)	INDIVIDUAL LOG ICS 214a-OS
Goose Isl - Jake Shearer	From: 1800 To: 0600	

3. Individual Name	4. ICS Section	5. Assignment / Location
[redacted]	[redacted]	Port Hardy - ICP

6. Activity Log — Page of

Time	Major Events
1808	Email from [redacted] RE: Distressed ATB Jake Shearer
1818	CALL from [redacted] to start Contacting tug + Barge operators for availability.
2035	E-mail from [redacted] WCMRC Activation 3 3rd party Work order.
2340	Transit north VHTK 416 w [redacted] (CRRT)
0000	Briefing w [redacted] and [redacted]
0300	Arrive at Quarter Deck Hotel in Port Hardy

7. Prepared by:	Date / Time
[redacted]	NOV 27, 2017 0900

INDIVIDUAL LOG ~~June 2000~~ ICS 214a-OS

Record all personal activity --> Supervisor at end of shift --> Documentation Unit

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COMMUNICATIONS LIST - ICS 205A-OS

1. Incident Name Goose Island	2. Operational Period (date/Time) 10/26/2017 0700- 1500		COMMUNICATIONS LIST ICS 205A-OS
3. Basic Local Communications Information			
Assignment	Name	Method(s)cell #(s),etc.)	Method(s) of contact(radio frequency, phone, pager,cell #(s),etc.)
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
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1. Incident Name	2. Operational Period (Date / Time)	3. Check-in Location	CHECK-IN LIST (Equipment) ICS 211e-OS
S-17-0011	From: To:	☐ Command Post ☐ Other ☐ Staging Area ___	

Equipment Check-in Information					9. Initial Incident Check-In?	10. Time	
4. Equipment Description	5. Equipment Identifier	6. Supplier/Owner	7. Assignment	8. Contact Information	(X)	In	Out
Skimming Vessel	Eagle Bay	WCMRC			☐	09:30	
Landing Craft	Kaien Sentinel	WCMRC			☐	09:30	
Landing Craft	Gil Sentinel	WCMRC			☐	09:30	
Skimming Vessel	G.M. Penman	WCMRC			☐	09:30	
53' Equipment Trailer	Trl 207	WCMRC			☐	09:30	
Kepner Boom Trailer	Trl 202	WCMRC			☐	09:30	
53' Equipment Trailer	Trl 702	WCMRC			☐	09:30	
53' Equipment Trailer	Trl 704	WCMRC			☐	09:30	
53' Boom Trailer	Trl 710	WCMRC			☐	09:30	
30' Command Trailer	Trl 900	WCMRC			☐	09:30	
Decon Trailer	Trl 221	WCMRC			☐	09:30	
Kepner Boom Trailer	Trl 208	WCMRC			☐	09:30	
45' Response Trailer	Trl 179	WCMRC			☐	09:30	
Kepner Boom Trailer	Trl 131	WCMRC			☐	09:30	
	Barge 204	Wainwright			☐	09:30	
	Ingenika	Wainwright			☐	09:30	
5000 ft GP boom	Trl 210	WCMRC			☐	09:30	
Mini Barge	Sentinel 200	WCMRC			☐	09:30	
					☐		
					☐		
					☐		

11. Prepared by:	Date / Time	12. Date / Time Sent to Resource Unit
[redacted]	November 27, 2017 / 23:00	November 27, 2017 / 23:00

CHECK-IN LIST (Equipment) June 2000 ICS 211e-OS

Original: Check-In Copies: (2) Resources Unit (3) Finance/Admin. (4) Documentation Electronic version: NOAA 1.0 June 1, 2000

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Wong, Sara

From: Martens, Michael
Sent: November-29-17 5:01 PM
To: [redacted]
Subject: dive plans for Jake Shearer
Attachments: NOP Bella Bella.html; Hazard Form, Dive Plan-Harley Marine, Nov 2017.pdf

Her is the general dive plan from the head office in North Vancouver. I met with the divers and we reviewed the essentials for SCUBA and I am satisfied with the dive team and their understanding of Coast Guard and Heiltsuk expectations. The dive supervisor has also provided photographs of his detailed dive plan from the site which I will include in another email shortly.

Regards,

Michael Martens

Senior Response Officer
Canadian Coast Guard
Environmental Response
4260 Inglis Dr. Richmond B.C. V7B-1L7
(604)270-7143
michael.martens@dfo-mpo.gc.ca

REPORT MARINE POLLUTION 1(800) 889-8852

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www.WorkSafeBC.com

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Notice of Project

New Notice of Project

WorkSafeBC.com > Step 1: General Information > Step 2: Project information > Step 3: Project site locations > Step 4: Verify information and submit

Notice of Project

Step 5: NOP confirmation number and print

Thank you for submitting the NOP form. A current NOP must be posted at the jobsite.
You must Print your NOP form now. If you do not print a copy of the form, you will not be able to reference it later.
Please note that if the information on the NOP significantly changes, the new information must be submitted to WorkSafeBC as soon as possible and posted at the project site.

Step 6: Send required documents and additional information to WorkSafeBC

Use the information below to send required documents (e.g., plans, reports, procedures, additional information, or changes to the NOP information previously submitted) with your NOP confirmation number E763258

Email:	prevnop@WorkSafeBC.com (If your attachments are over 10 MB, please send multiple emails or email us for further instructions.)
Fax:	604.276.3247 (use the Fax cover sheet template)
Mail or deliver:	WorkSafeBC, Prevention Division PO Box 5350 Stn Terminal, Vancouver BC V6B 5L5

Submit a new NOP or return to the **worksafebc.com home page**.

NOP Confirmation number: **E763258**

Owner information		Prime contractor or employer information	
Account #:		Account #:	**660550**
Name:	**Harley Marine**	Name:	**Hydra Marine**
Country:	**Canada**	**Services**	
Address:	**Seattle, Washington**	Country:	**Canada**
		Address:	**513-560 Raven**
City:	**Seattle**	**Woods Drive**	
Province:	**British Columbia**		
Postal code:		City:	**North Vancouver**

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Province: **British Columbia**
Postal code:

Person in charge of project
Name:
Job title: **Dive Supervisor**
Email:
Phone number:
Ext:

Person completing this form
Name: **Ted Hill**
Email:
Phone number:
Ext:

Has a prime contractor agreed in writing with the owner to be the prime contractor?

Required documents and additional information to be submitted
Additional documents:
Delivery method:
Sent date:

NOP Confirmation number: **E763258**

Diving (OH&S Regulation 24.9 (1) (a) to (f)) - At least 24 hours notice required.
Diving options

Construction:

Engineering inspection: **Yes**

Contaminated environment:

Underneath ice:

Between nets:

Exceeding the no-decompression limit:

Using a mixed gas other than nitrox as a breathing medium (See OH&S 24.26 (3) (a) (b)):

Other areas of entrapment:

Other:

Other areas of entrapment explanation:

Other explanation:
What is the planned maximum depth of the dive
Depth (feet): **20**
Purpose of the dive
Purpose:
Survey barge and tug

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List diving equipment that will be used
Equipment used:
Scuba

NOP Confirmation number: **E763258**

Project site locations

Site Location	Start date	Project city	Duration	Unit	Project site location
1	2017/11/29	Bella Bella	2	Days	Bella Bella BC

Please note that if the information on the NOP significantly changes, the new information must be submitted to WorkSafeBC as soon as possible and posted at the project site.

To send required documents, additional information or changes to the NOP information to WorkSafeBC, along with your NOP confirmation number E763258 and a brief project site description:

Email: prevnop@WorkSafeBC.com
(if your attachments are over 10 MB, send multiple emails or email us for further instructions)

Fax: 604.276.3247

Mailing address: WorkSafeBC, Prevention Division
PO Box 5350 Stn Terminal, Vancouver BC V6B 5L5

Questions?

If you have any questions or issues with the NOP form, please contact Prevention Support Services at:

Telephone: 604.276.3100 in the Lower Mainland, or
1.888.621.7233 Toll Free in BC

Email: prevnop@WorkSafeBC.com

Print NOP | Submit New

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HYDRA MARINE SERVICES INC

Pre-Job Hazard Identification & Dive Plan
Risk Assessment for Diving Operations

Part I: General Information

Company Name	Company Location	Project Coordinator	Date
Harley Marine	Seattle Wash	[redacted]	Nov 28, 2017

Project Name	NOP Number	Project Location	Project Duration
Barge Survey	E762358	Bella Bella	2 Days

Other Contractors	Site Dive Supervisor	Phone	Cell	Pager
	[redacted]	[redacted]		

Scope of work: Survey boat and Barge

Part II: Hazards Identified

		Hazards	Sources	Risks-low/high	Controls
Physical Hazards	Underwater	X Depth	Work Area ~20'	Low	Note A1
		X Current	Ocean Tides	Low	Note A2
		X Traffic	Boat Traffic	Medium	Note A3
		X Entrapment	N/A		
		☐ Penetration	NA		
		☐ Temperature	NA		
		☐ Pressure Differential	NA		
		X Visibility	Silty water	Low	Note A5
		X Entrance/Exit	Boat or Barge Ladder	Low	Note A6
	Electrical	☐ Lightning	NA		
		X Underwater Burning	NA		
		☐ Shock or Contact	NA		
		☐ Static Grounding	NA		
		X GFI Controlled	Camera or Lights	Low	Note B1
	Mechanical	☐ Air	NA		
		☐ Hydraulic	NA		
		X Tools/Machinery			
		X Valves	Intakes or Outfalls	Low	Note C2

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	Hazards	Sources	Risks-low/high	Controls
Thermal	☐ Cold/Hot Surfaces	NA		
	☐ Fire Hazard/Hot Work	NA		
	☐ High Humidity	NA		
	☐ Steam	NA		
	☐ Temperature Extremes	NA		
Kinetic	X Pinch Points	Barge & Float	Low	Note E1
	X Moving Equipment	Work Skiffs	Med.	Note E2
	X Moving Loads	NA		
	X Slippery Work Surface	Barge or Boat Deck	Low	Note E4
	☐ Work at Heights	NA		
General Safety Issues	☐ Confined Spaces	NA		
	☐ Explosion	NA		
	X Fall Hazards	Diving Ladder	Low	Note F1
	☐ Noise	NA		
	X Open Edges	Rig Deck	Low	Note F2
	☐ Poor Access/Exit	NA		
	☐ Sharp Surfaces	NA		
	☐ Welding Flashes	NA		
Chemicals	☐ Asbestos	NA		
	☐ Chemicals	NA		
	☐ Dust	NA		
	☐ Gases	NA		
	☐ Lead Paint	NA		
	☐ Oxygen Deficiency	NA		
	☐ Oxygen Enrichment	NA		
	☐ PCB's	NA		
	☐ Poison	NA		
Biological	☐ Bacteria	NA		
	☐ Blood Borne Pathogen	NA		
	☐ Fungi/Mold	NA		
	☐ Infectious Agents	NA		
Other Hazards				

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

HYDRA MARINE SERVICES INC

Pre-Job Hazard Identification &
Risk Assessment for Diving Operations

Part III: Controls for Specific Identified Hazards

Part A – Underwater

1. Depth: Risk Assessed as Low

- All dives to be carried out within the no decompression time limits for the depth attained
- DCIEM dive tables to be used
- All dives to be charted and times in and out strictly adhered to.
- Diver to be given five minutes to clear tools and himself prior to the end of his scheduled bottom time being completed

2. Current: Risk Assessed as Low

- All divers will be equipped with a standard diver's tether.
- All divers will have their tether closely tended by a trained and certified Diver/Tender

3. Traffic: Risk Assessed as Medium

- All small boat and tug traffic will be monitored.
- Diving flags will be displayed.
- Work skiff operators will be made aware of divers working and will not enter the work area without permission of the Dive Supervisor.
- Coast Guard will be advised of Dive Operations
- Supervisor will inform Harley personal when divers enter and exit the water

4. Visibility: Risk assessed as Low

- The visibility may be limited due to silt . The diver will be equipped with a suitable light.
- A down line will be established to assist the diver in locating the work area and barge in low visibility.

5. Entrance/Exit: Risk Assessed as Low

- The divers will enter and exit the water from a suitable Dive Ladder attached to the dive boat or derrick.

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- Divers will be equipped with a harness suitable for lifting an unconscious or injured diver from the water

Part B - Electrical

1. GFI Controlled: Risk Assessed as Low

- If any electrical equipment is to be used by the Divers, i.e.: Underwater Video and Lighting equipment, this equipment will be provided with a Ground Fault Interrupter (GFI) switch.
- The GFI will be tested prior to each use.

Part C – Mechanical

1. Valves: Risk Assesses as Low

- The Diving Supervisor will be informed of all underwater intake or outfall structures.
- If necessary Lockout procedures will be followed to shut off any valves that pose potential hazards.

Part E – Kinetic

1. Pinch Points: Risk Assessed as Low

- At no time will the Diver place himself between the Barge and boat.
-

2. Moving Equipment: Risk Assessed as Medium

- The operators of work skiffs will be made aware of the location of the Diver and the Divers Umbilical.
- The skiffs will move at slow speeds when working in the area of Diving operations.
- The skiff operators will make eye contact with the Diving Supervisor prior to entering the area of Diving operations and will await the Diving Supervisors Ok to proceed.

3. Slippery Work Surfaces: Risk Assessed as Low

- The barge or boat decks may become wet and slippery. All crewmembers will wear a suitable PFD at all times while on the barge or boat.

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Part F – General Safety Issues

1. Fall Hazards: Risk Assessed as Low

- Due care will be taken when using dive ladders. The three point contact rule will be followed.

2. Open Edges: Risk Assessed as Low

- Due care will be taken when near the open edge of the rig. PFD's will be worn by all crew when on the barge or boats.

s.16(2)
s.21(1)(b)
s.23

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Dait, Haydee

From: Kieran, Yvette-Marie
Sent: 2017–November-29 11:52 AM
To: Wootton, Brian
Cc: Lick, Gregory; Girouard, Roger; Murdock, Philip; Noiseux, Jean-Robert
Subject: RE: Client Solicitor privilege -

This is a follow-up to our conversation.

Yvette Marie Kieran
Conseillère juridique / Counsel
Services juridiques GCC-MPO /
Legal Services CCG-DFO
120 rue de la Reine
Gaspé, Québec
G4X 2R2
Tel. : 418-368-6818 ext. 268

De : Kieran, Yvette-Marie
Envoyé : 29 novembre 2017 14:35
À : Wootton, Brian
Cc : Lick, Gregory; Girouard, Roger; Murdock, Philip; Noiseux, Jean-Robert
Objet : RE: Client Solicitor privilege -

Hi Brian,

You could reach me until 1 p.m. Pacific time today. Otherwise I will be in the office tomorrow morning so if you want to call me as early as 5 a.m. Pacific time, I am fine with it.

If you do need to call me before tomorrow morning, cell phone is

Yvette Marie Kieran
Conseillère juridique / Counsel
Services juridiques GCC-MPO /
Legal Services CCG-DFO
120 rue de la Reine
Gaspé, Québec
G4X 2R2
Tel. : 418-368-6818 ext. 268

s.21(1)(b)
s.23

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De : Saheb-Ettaba, Abdelaziz
Envoyé : 29 novembre 2017 14:18
À : Wootton, Brian
Cc : Lick, Gregory; Girouard, Roger; Murdock, Philip; Noiseux, Jean-Robert; Kieran, Yvette-Marie
Objet : Re: Client Solicitor privilege -

Brian,

FYI: Yvette Marie will handle your request.

Best,

Aziz

Envoyé de mon smartphone BlackBerry 10 sur le réseau Rogers.

De: Saheb-Ettaba, Abdelaziz
Envoyé: mercredi 29 novembre 2017 13:02
À: Wootton, Brian
Cc: Lick, Gregory; Girouard, Roger; Murdock, Philip
Objet: Re: Client Solicitor privilege -

Hi Brian,

We will look into your request.

Best,

Aziz

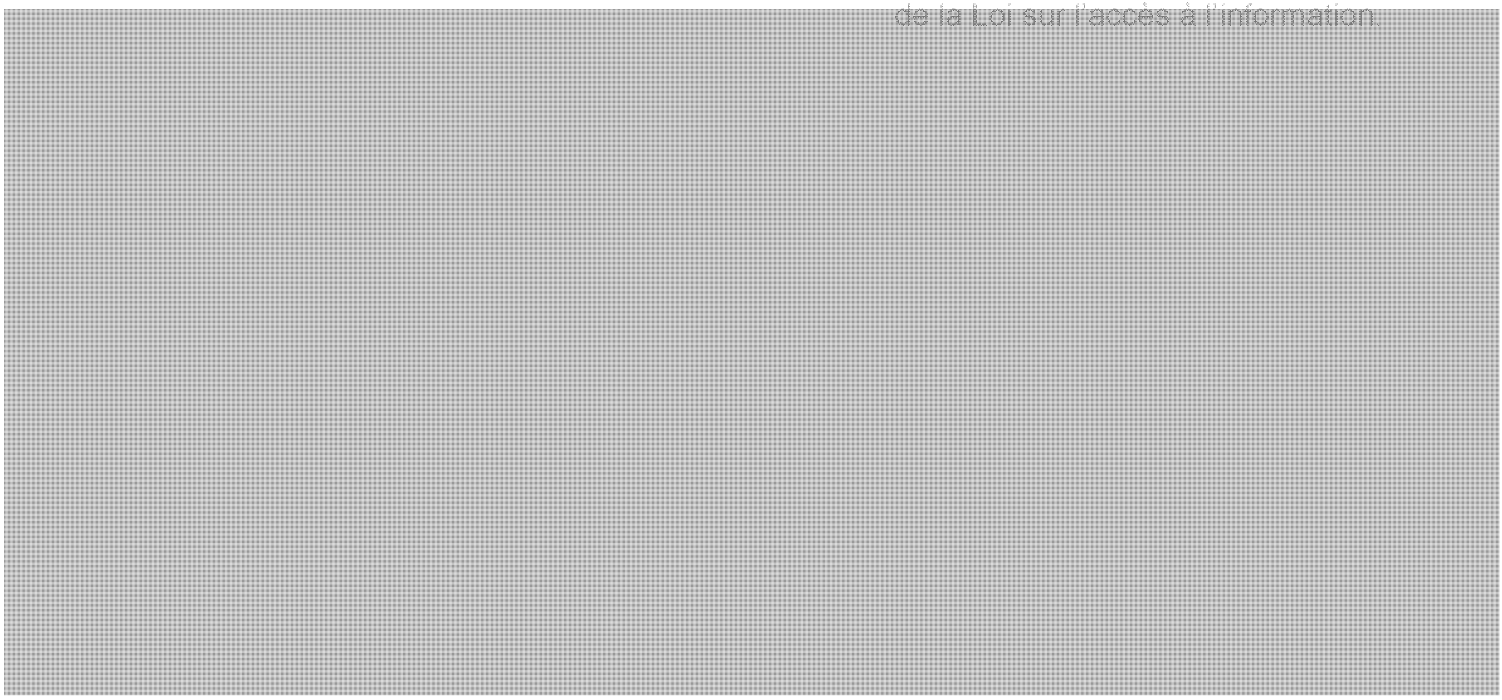
Envoyé de mon smartphone BlackBerry 10 sur le réseau Rogers.

De: Wootton, Brian
Envoyé: mercredi 29 novembre 2017 11:52
À: Saheb-Ettaba, Abdelaziz
Cc: Lick, Gregory; Girouard, Roger; Murdock, Philip
Objet: Client Solicitor privilege

Good morning Aziz,

s.21(1)(b)
s.23

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With thanks,

Brian

Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada
Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

s.16(2)
s.19(1)

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–November-29 10:01 AM
To: Murdock, Philip; McNish, Joanne; Girouard, Roger; Hunt, Cliff; Evans, Clay
Subject: RE: RMB/RIMT - Strategic direction Tug "Jake Shearer" and Barge "Zidell Marine 277"
Attachments: 2 REVISED ORDER JAKE SHEARER - DRAFT 1 November 29.docx

Importance: High

All,

Please see attached DRAFT revision of orders to our IC in Port Hardy. Appreciate your comments/support as soon as practicable.

Brian

-----Original Message-----
From: Wootton, Brian
Sent: Wednesday, November 29, 2017 7:10 AM
To: Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>
Subject: RMB/RIMT - Strategic direction Tug "Jake Shearer" and Barge "Zidell Marine 277"

Recommend a 7:30 am meeting of minds - before the 08:00 coordination call regarding Jake Shearer...

If you are available please meet in Wedge...

Brian

-----Original Message-----
From: Murdock, Philip
Sent: Wednesday, November 29, 2017 6:44 AM
To: Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Yeung, To For <ToFor.Yeung@tc.gc.ca>; Myers, Yvette <yvette.myers@tc.gc.ca>
Cc: Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; 'T P Singh' [redacted] Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Subject: RE: Compliance Inspection Report of Tug "Jake Shearer" and Barge "Zidell Marine 277"

Agree; it is very helpful. Thank you very much.

Philip Murdock
Superintendent Environmental Response
Surintendant intervention environnementale Western Region / Région de l'Ouest Canadian Coast Guard / Garde côtière canadienne
Telephone: 250.480.2722, Cellular: [redacted] philip.murdock@dfo-mpo.gc.ca

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-----Original Message-----
From: Whitelaw, Tywana [mailto:tywana.whitelaw@tc.gc.ca]
Sent: November-29-17 12:31 AM
To: Yeung, To For; Myers, Yvette
Cc: Gomes, Cipriano; 'T P Singh'; Sachdeva, Tejinder; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Wootton, Brian; Brady, Jeff; McNish, Joanne
Subject: Re: Compliance Inspection Report of Tug "Jake Shearer" and Barge "Zidell Marine 277"

Gentlemen, thank you very much for your report, it is very helpful.

Terri

Sent from my BlackBerry 10 smartphone on the Bell network.
Original Message
From: Yeung, To For
Sent: Tuesday, November 28, 2017 11:27 PM
To: Myers, Yvette; Whitelaw, Tywana
Cc: Gomes, Cipriano; 'T P Singh'; Sachdeva, Tejinder; Ionescu, Ion; Niroshan, Don; 'Murdock, Philip'; Wootton, Brian; Brady, Jeff; McNish, Joanne
Subject: Compliance Inspection Report of Tug "Jake Shearer" and Barge "Zidell Marine 277"

Yvette, Terri,

Tejinder and Cipriano completed the compliance inspection (Port State Control Inspection) to-night. Please see Compliance Inspection Report of Tug "Jake Shearer" and Barge "Zidell Marine 277" below.

Don, could you please update TC SitCen HQ?

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises Transports Canada / Gouvernement du Canada tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

-----Original Message-----
From: T P Singh [redacted]
Sent: Tuesday, November 28, 2017 11:09 PM
To: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Cc: Gomes, Cipriano <cipriano.gomes@tc.gc.ca>
Subject:

Good day
PSC inspection of tug'Jake Shearer' and oil barge 'Zidell Marine 277' concluded today.
Tug 'Jake Shearer' has two deficiencies 1) Ingress of water observed in No1 Fuel tank and No1 ballast tanks.
For this deficiency vessel has been asked to get divers to inspect and class to report on seaworthiness prior departure.
2) Auto coupling of pin arrangement for tug/barge securing damaged.

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For barge 'Zidell' six deficiencies were given of which major deficiencies were
1) Void space port side aft holed from deck.
2) Port and Starboard void spaces to be inspected internally due to dents.
For these two deficiencies class to verify and report on seaworthiness.
The minor four deficiencies related to bent gangway securing brackets and one fuel tank sounding pipe. Crack on windlass bottom bracket and dents at anchor leading bracket.

The Marine occurs report for tug and barge has been taken from the master along with statement of facts.

Understand from class ABS that they intend boarding tomorrow. Also divers are expected to arrive Bella Bella tomorrow.

Thank you.

Kind regards
Tejinder

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REVISION 1 - REGIONAL ORDER JAKE SHEARER INCIDENT

Executive Summary November 29, 2017

The risk of a hydrocarbon release from the Towing Vessel Jack Shearer and the barge 'Zidell Marine 277' continues to trend significantly downward as both have reached, and are safely anchored in, a sheltered port of refuge in Norman Morrison Bay. Initial inspection by Transport Canada confirms no observed release of pollutants at this time. There have been no observed reports of pollution from the ATB since the onset of the incident. TC has stipulated requirements to the Shipowners to further ensure seaworthiness prior to the official release of the tug and barge to their voyage(s). The emergency response phase of this incident has passed. Canadian Coast Guard will remain in a ready posture for support to Transport Canada, the Ship Owner and the Heiltsuk Nation until the seaworthiness assessments have been confirmed by Transport Canada.

With respect to the operations of the Incident Command Post in Port Hardy, and the Forward Operating Base in Bella Bella – the Environmental Response Program of the CCG will:

1) Continue to sustain UC presence in Port Hardy until Seaworthiness assessments by Divers and Maritime Classification Society experts are complete.
2) Support Transport Canada Inspectors, technical experts as/when/where required.
3) Support Unified Command principles/requirements.
4) Supplement Forward Operating Base in Bella Bella with an additional Response Officer.
5) Assess reduction of operational periods to 8 hours active, 16 standby – using CCG EOC as relief during non-operational period.
6) Sustain/support virtual EU per Incident Command 'precautionary approach' principles.
7) Support EOC Communications team.
8) Prepare for reduction of major CCG asset presence in immediate AOR: Gordon Reid must be released to crew change tonight; CCGS Bartlett remains at ready condition c/w ER equipment in Port Hardy. As/when seaworthiness confirmed anticipate Bartlett release from ER support.
9) CCG FRC's, MLB, Helo remain at your service (Subject to normal weather, SAR, mechanical limits)
10) Prepare for CCG ICP reduction in subsequent operational periods – potential transfer of command to TC with CCG assuming supporting agency role.

Signature: Assistant Commissioner or Delegate_____

Date: _____

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Dait, Haydee

From: Wootton, Brian
Sent: s.21(1)(b) 2017–November-29 10:24 AM
To: s.23 'Whitelaw, Tywana'
Cc: 'Myers, Yvette'; Girouard, Roger
Subject: RE: [redacted]
Attachments: 2 REVISED ORDER JAKE SHEARER - DRAFT 1 November 29.docx

Attachment provided elsewhere.

Terri,

I am about to issue a revised order to our Incident Commander in Port Hardy. I am attaching an advance copy for your review and information. (It points to the hoped for continuing de-escalation and right-sizing of response effort...)

I would like to confirm TC position regarding taking over or leading your own Unified Command post. This would be a softer landing for GOC versus CCG moving directly to a shut-down of the ICP in Hardy. CCG could transition in such a case to a supporting & resource agency... (bit of role reversal if you will as we will have no grounds to require the shipowner to continue to support an ICP for 'response' purposes – whereas TC appears from here to be well placed to lead for Canada on the requirements expected of the shipowner before their release to commerce/voyage...) Thoughts?

Best,

Brian W.

From: Myers, Yvette [mailto:yvette.myers@tc.gc.ca]
Sent: Wednesday, November 29, 2017 9:03 AM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>
Subject: RE: [redacted]

[redacted].thanks!

Yvette Myers

Regional Director, Marine Safety and Security
Transport Canada, Pacific Region / Government of Canada
yvette.myers@tc.gc.ca / Tel: 604-666-5474 / TTY: 1-888-675-6863

Directrice régionale, Sécurité et sûreté maritimes
Transports Canada, Région du Pacifique / Gouvernement du Canada
yvette.myers@tc.gc.ca/ Tel: 604-666-5474 / ATS : 1-888-675-6863

From: Wootton, Brian [mailto:Brian.Wootton@dfo-mpo.gc.ca]
Sent: Wednesday, November 29, 2017 8:59 AM
To: Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; Myers, Yvette <yvette.myers@tc.gc.ca>
Subject: RE: [redacted]
Importance: High

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[redacted]

Brian

[redacted]

Page 1202

is a duplicate

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s.21(1)(a)
s.21(1)(b)
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Dait, Haydee

From: Wootton, Brian
Sent: 2017–November-29 4:03 PM
To: Murdock, Philip; Brady, Jeff
Cc: Imbeau, Michelle; Bate, Dan
Subject: Re: Volumes of oil onboard the Zidell Mairne Barge (Jake Shearer)

There was follow on discussion in ROC on Monday about what conversion factors and units were being reported and used. We did not return to the question on urgent basis because magnitude already established as very significant - response assets mobilized and tasked based on this threat (millions of litres)....

Just advise certainly no intent to mislead. Case was SAR on initial reports, huge focus on potential spill of millions of litres - nothing much different would have been made available for 10million litres...commit to zeroing in on where volume confirmation failed. Ensure going forward we share accurate litres total onboatd.

Brian

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Wednesday, November 29, 2017 3:26 PM
To: Brady, Jeff; Wootton, Brian
Cc: Imbeau, Michelle; Bate, Dan
Subject: RE: Volumes of oil onboard the Zidell Mairne Barge (Jake Shearer)

The original numbers were provided to the JRCC by the vessel I believe, during a storm, on a radio, after a "rogue" wave violently decoupled the tug from the barge, and they were trying to ensure the barge didn't drift aground.

[redacted]

From: Brady, Jeff
Sent: November-29-17 3:23 PM
To: Murdock, Philip; Wootton, Brian
Cc: Imbeau, Michelle; Bate, Dan
Subject: RE: Volumes of oil onboard the Zidell Mairne Barge (Jake Shearer)

I'm getting a little pressure from Heiltsuk to explain this inconsistency during the 1600 call.

A good thing is that we show diligence in double checking these quantities. [redacted]

Thoughts?

Jeff

From: Bate, Dan
Sent: November-29-17 3:14 PM
To: Brady, Jeff

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Cc: Murdock, Philip; Wootton, Brian; Imbeau, Michelle; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: Volumes of oil onboard the Zidell Mairne Barge (Jake Shearer)

Thanks Jeff appreciate the update.

I don't see any further correction needed at this point, but we'll keep it handy.

Dan

From: Brady, Jeff
Sent: November-29-17 2:50 PM
To: Murdock, Philip; Wootton, Brian
Cc: ROC Planning Officer / agent de planification COR (DFO/MPO); Bate, Dan; Imbeau, Michelle
Subject: Volumes of oil onboard the Zidell Mairne Barge (Jake Shearer)

Hello,

Attached is a table that clarifies that volume of oil that was aboard the tug and barge involved in the near miss earlier this week. It appears someone may have got the units incorrect.

Barge:
Diesel – 10,760,104L
Gasoline – 1,763,446L

UC members have this document.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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REVISION 1 - REGIONAL ORDER JAKE SHEARER INCIDENT

Executive Summary November 29, 2017

The risk of a hydrocarbon release from the Towing Vessel Jack Shearer and the barge 'Zidell Marine 277' continues to trend significantly downward as both have reached, and are safely anchored in, a sheltered place of refuge in Norman Morrison Bay. Initial inspection by Transport Canada confirms no observed release of pollutants at this time. There have been no observed reports of pollution from the ATB since the onset of the incident. TC has stipulated requirements to the Shipowners to further ensure seaworthiness prior to the official release of the tug and barge to their voyage(s). The emergency response phase of this incident has passed. Canadian Coast Guard will remain in a ready posture for support to Transport Canada, the Ship Owner and the Heiltsuk Nation until the seaworthiness assessments have been confirmed by Transport Canada.

With respect to the operations of the Incident Command Post in Port Hardy, and the Forward Operating Base in Bella Bella – the Environmental Response Program of the CCG will:

1) Continue to sustain IC/UC presence in Port Hardy until Seaworthiness assessments by Divers and Maritime Classification Society experts are complete.
2) Support Transport Canada Inspectors, technical experts as/when/where required.
3) Support Unified Command principles/requirements.
4) Supplement Forward Operating Base in Bella Bella with an additional Response Officer.
5) Assess reduction of operational periods to 8 hours active, 16 standby – using CCG EOC as relief during non-operational period.
6) Sustain/support virtual EU per Incident Command 'precautionary approach' principles.
7) Support EOC Communications team.
8) Prepare for reduction of major CCG asset presence in immediate AOR: Gordon Reid must be released to crew change tonight; CCGS Bartlett remains at ready condition c/w ER equipment in Port Hardy. As/when seaworthiness confirmed anticipate Bartlett release from ER support.
9) Continue to work with the ROC for tasking of CCG assets, FRC's, MLB, helicopter (Subject to program priorities, weather, SAR, mechanical limits)
10) Prepare for CCG ICP reduction in subsequent operational periods – potential transfer of command to TC with CCG assuming supporting agency role.

Signature: Assistant Commissioner or Delegate _____

Date: Nov. 29/17

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Government of Canada / Gouvernement du Canada

Central Coast from McInnes Island to Pine Island

GALE WARNING IN EFFECT

▼ Forecast

Marine Forecast

Issued 04:00 AM PST 29 November 2017

Today Tonight and Thursday.

Gale warning in effect.

Wind south 20 to 25 knots increasing to southeast 25 to 35 early this morning and to southeast 35 to 45 late this morning. Wind veering to south 25 to 35 this afternoon then diminishing to southwest 10 to 20 this evening. Wind increasing to south 20 to 30 overnight. Wind south 20 to 30 Thursday.

Chance of showers changing to rain early this morning and ending overnight. A few showers Thursday afternoon. Visibility 1 mile or less in rain.

Waves

Issued 04:00 AM PST 29 November 2017

Today Tonight and Thursday.

Seas 3 to 5 metres.

Extended Forecast

Issued 04:00 AM PST 29 November 2017

Friday

Wind southwesterly 15 to 25 knots diminishing to light in the afternoon then becoming northeast 5 to 15 late in the day.

Saturday

Wind northeast 5 to 15 knots increasing to northwest 25 to 35.

Sunday

Wind NW 15-25 kts diminishing to W 5-15

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-29 5:36 AM
To: Middleton, Andrea; ROC Planning Officer / agent de planification COR (DFO/MPO); Lettau, Rhona
Subject: Jake Shearer Incident Brief 8 (November 29 2017).ppt
Attachments: Jake Shearer Incident Brief 8 (November 29 2017).ppt

Good morning,

Changes have been made on Slide 7, 9 and 10.

Cinzia Cimmino
Alerting Desk Officer, Canadian Coast Guard – Western Region
Fisheries and Oceans Canada / Government of Canada
ROC1COR1@dfo-mpo.gc.ca /Tel: 250-480-2772
Pollution Reporting Line 1-800-889-8852

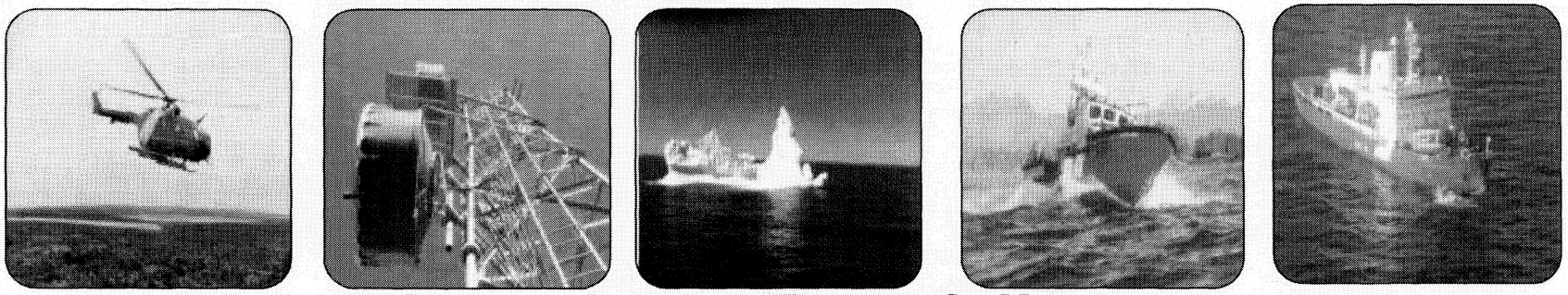
Agente responsable des alertes, Garde côtière canadienne, Région de l'Ouest
Pêches et Océans Canada/Gouvernement du Canada
ROC1COR1@dfo-mpo.gc.ca / Tél. : 250-480-2772
Ligne de signalement de pollution: 1-800-889-8852

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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

Sécurité d'abord. Service constant



Incident Brief #8

Tug Jake Shearer / Barge Adrift / Nov. 29, 2017

SAR/ER – Level 2

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Description of threat/incident:

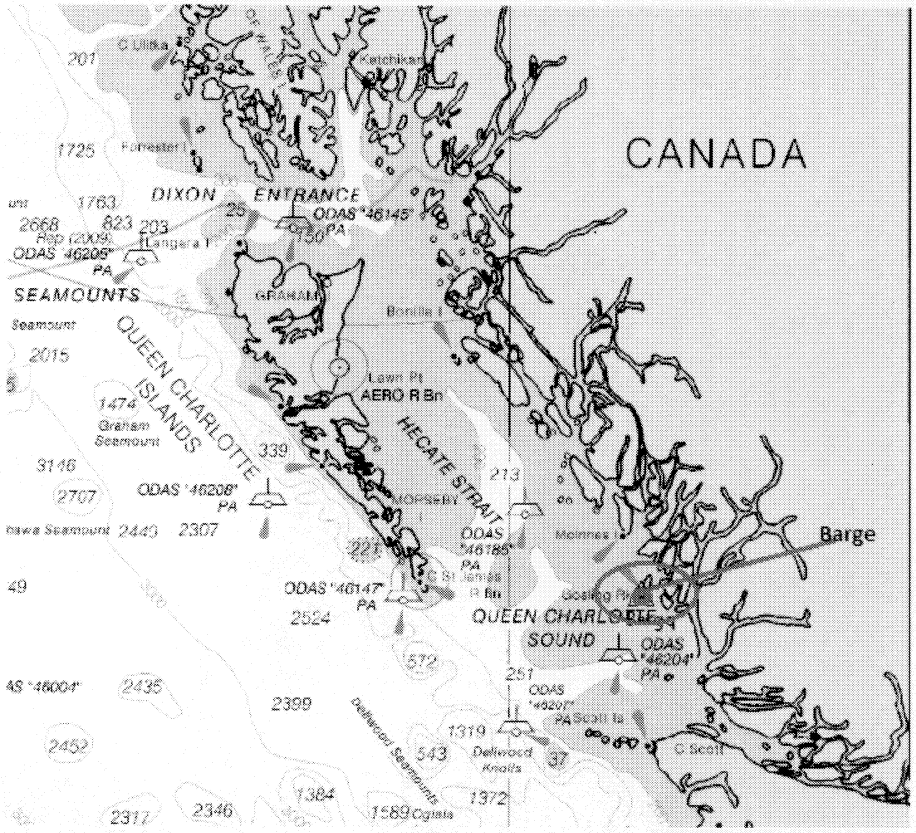
At 1600L, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. 0.5 million litres of gasoline.

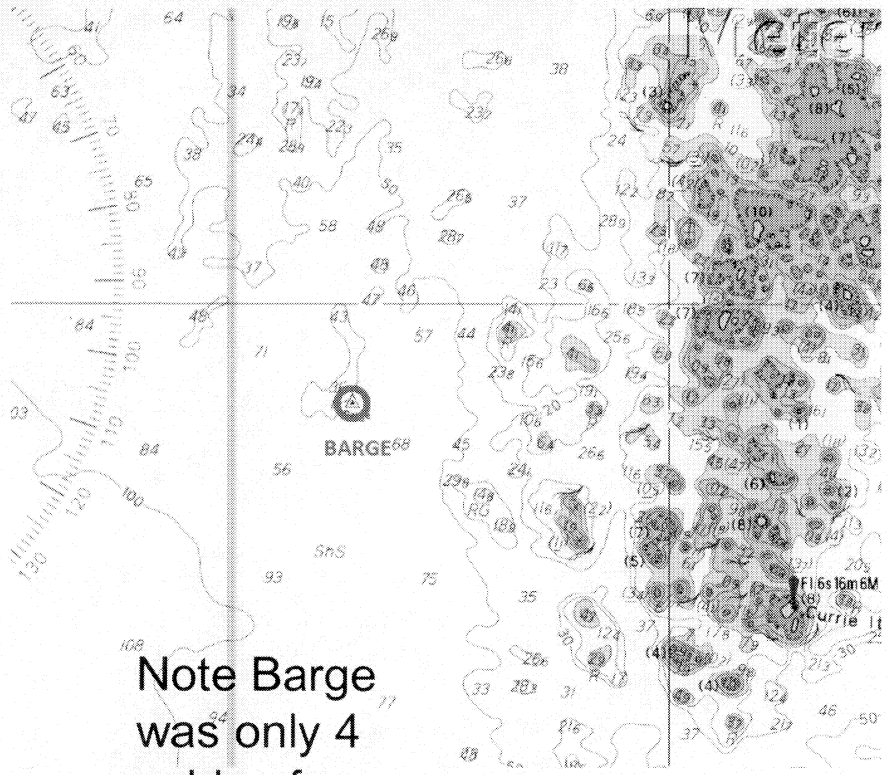
Geographic location of threat / incident:

- **Queen Charlotte Sound, Central Coast, BC**

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Original Location





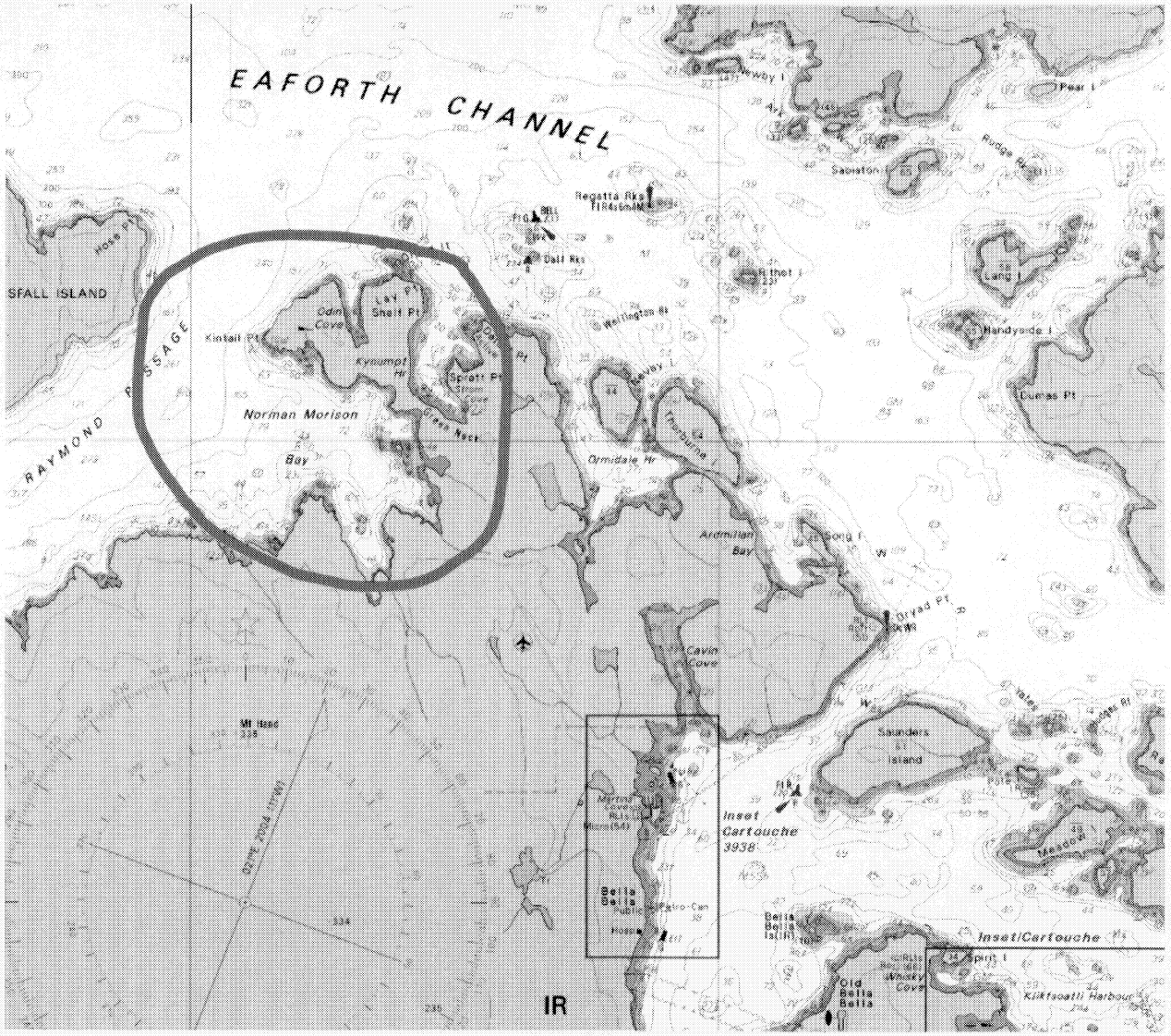
Note Barge was only 4 cables from grounding hazard

Original Positions.

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Position at 1300

At anchor in Norman Morison Bay.



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Tug Jake Shearer Barge Adrift – Queen Charlotte Sound

USCG Doc #: 1255668
Owner: HARCO Marine LLC, Seattle, WA
Operator: Olympic Tug & Barge, Seattle, WA
Flag: USA
Hailing Port: Portland, OR
Call Sign: WDI2337
Length: 35.36 m
Beam: 10.97 m
Draught: 4.27 m
Tonnage: 261 GT/177 NT
Year of Build: 2015



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Updated Assistant Commissioner Direction:

Response priorities:

- Continue ICP in Port Hardy
- Continue communications schedule with agency reps (DFO, EMBC, BCMOE, TC, Heiltsuk Nation, ECCC, WCMRC…)
- Establish Liaison Officer in Heiltsuk Nation

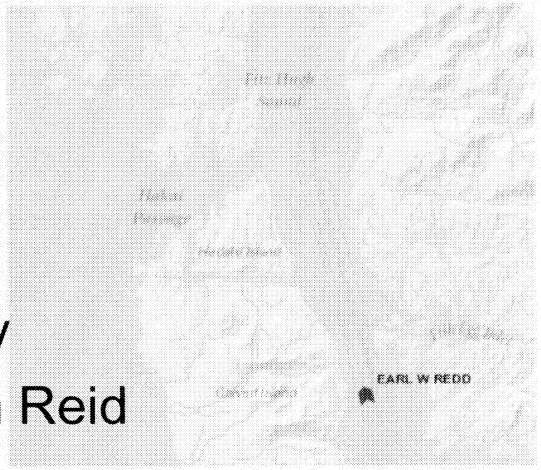
Constraints/Restraints:

- Weather
- Available platforms for Potential ER
- ICP Space

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Critical Information Requirements

- Awaiting vessel classification society representatives and divers for inspection
- Harley Marine Tug Earl W Redd arrived on scene. Tug Gulf Cajun left.
- Coast Guard Crew changes in Port Hardy Wednesday and Thursday for CCGS Bartlett and CCGG Gordon Reid



Departments/Agencies currently involved:

EMBC
Heiltsuk Nation
MOE
ECCC
WCMRC
CCG
TC
DFO
Pacific Pilotage Authority

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- **Potential impact of incident/threat:**
- **At this time, the threat is low.**

Media attention *(current)* :

- **Province wide media attention – Current**
- **Communications: Unified Command media lines being drafted with RP, CCG, Heiltsuk, BCMOE**

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Next steps: As of 2130 Nov 28

- Transport Canada conducted inspection, they stated that a few defects have been noted.
- The vessel classification society representatives will arrive today, along with the divers.
- Heiltsuk observer was transported back to Bella Bella by the Cape St-James Tuesday evening.

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Regional: Mobilized resources.

- CCGS Bartlett loaded E/R equipment. Currently Fueling in Port Hardy. Conducting Crew Change tomorrow.
- CCGS Gordon Reid remaining on scene observing. Crew change on Thursday.
- CG701 & PRV III repositioning to Kitsilano and Sea Island
- ICP in Port Hardy at the Fire Hall
- Oval Bay, and boom trailer staged in Port Hardy with ER Personnel
- Jack Shearer, and Earl W Redd are anchored in Norman Morison Bay with the barge. Precautionary boom around Jack Shearer.
- Golf Cajun left and was headed south to Rivers Inlet to pick up their barge @ 1845 Nov 28

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National:

- Prepare for Media & Political attention
- Prepare for OGD support at National level

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Potential impact of incident:

Threat/Risk	Potential Impact
Environmental damage - extensive	Fishery, and Indigenous community impacts
Isolated, high energy, poor wx, operating area	Time lag to mobilize and sustain response
Interoperation OGD & Public	Loss of public confidence in CCG
Resource Fatigue – mobilizing and responding with limited numbers of personnel and assets	ROC/ER/Fleet Fatigue

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 29, 2017 17:09
To: 'BOX-BC / BOITE-BC (PS/SP)'
Subject: RE: Request for Update - 06614-17: Update 3: NEEC Advisory: Risk of pollution Laden Fuel Barge adrift, South of Goose Island, Queen Charlotte Sound, British Columbia

Update on the Jake Shearer incident, Norman Morison Bay near Bella Bella:

- Tug Earl W Redd arrived on scene yesterday (relieve tug to take the barge Jake Shearer once released)
- Transport Canada inspection completed today. Divers are currently inspections today for class inspection.
- Coast Guard vessel Gordon Reid departed the scene at 1700 Nov. 29 for Port Hardy to crew change.
- Coast Guard vessel Bartlett standing by in Port Hardy. Coast Guard vessel Tanu has repositioned closer to the site (Klemtu)
- Pollution response readiness maintained at Bella Bella CG station.
- No pollution reported at this time.

Regards.

Chris Wyman
Operations Officer, Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria, V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: BOX-BC / BOITE-BC (PS/SP) [mailto:ps.box-bc-boite-bc.sp@canada.ca]
Sent: November 29, 2017 16:46
To: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Cc: BOX-BC / BOITE-BC (PS/SP)
Subject: Request for Update - 06614-17: Update 3: NEEC Advisory: Risk of pollution Laden Fuel Barge adrift, South of Goose Island, Queen Charlotte Sound, British Columbia
Importance: High

Hello CCG, the GOC in Ottawa is requesting an update on the Jake Shearer incident. The last we have from ECCC is noted below. Are there any new developments you can advise us of? Thank you . Please reply to all. Pete, Public Safety Pacific Region

---

From: GOC / COG (PS/SP)
Sent: Wednesday, November 29, 2017 1:52 PM
To: PS.O GOC Planning / Planification COG O.SP; PS.F GOC SOO / APO COG F.SP

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Cc: GOC COG
Subject: 06614-17: Update 3: NEEC Advisory: Risk of pollution Laden Fuel Barge adrift, South of Goose Island, Queen Charlotte Sound, British Columbia
Importance: High

NEEC Advisory - Update 3

- Tug JAKE SHEARER and barge ZIDEL 227 are still anchored at Norman Morison Bay, Seaforth Channel, BC
- NASP Transport was able to overfly the tub and barge on the 28 Nov and no pollution was observed in the area.
- TC Marine Safety and Security inspectors have completed an inspection of both tug and the barge on the 28 Nov..
- Divers and classification specialists are expected to arrive (29 Nov) to carry out their inspection.

- Updates will be issued if deemed necessary

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 29, 2017 06:53
To: 'CCGS-NGCC, GordonReid Wheelhouse'
Subject: RE: Jake Shearer Incident
Attachments: 0568-2017-MOR-RUP - JAKE SHEARER - BARGE LOST- UPDATE #6
Attachments provided elsewhere

Good day.

SAR tasking number are generated by JRCC. Attached is their most recent report incident #0568 – 2017. As you stated, the ER tasking # generated by the ROC is as below.

Regards.

Chris Wyman
Operations Officer, Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria, V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: CCGS-NGCC, GordonReid Wheelhouse [mailto:ReidWH@ccgs-ngcc.gc.ca]
Sent: November 28, 2017 21:35
To: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: Jake Shearer Incident

Evening,

As we were tasked as SAR and are now tasked as ER for the Jake Shearer incident, should we have two tasking numbers?

Currently we just have "W17-11934 Support Jake Shearer Incident" in iFleet.

Cheers,

Andrew Balakshin
Navigation Officer
CCGS Gordon Reid
Telular (Cell – in range) [redacted]
Iridium (Sat) [redacted]
ReidWH@ccgs-ngcc.gc.ca

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-29-17 7:46 AM
To: Brady, Jeff
Subject: Bartlett

Jeff,
What are your plans for the Bartlett.?
She crew changes today.... And should be all crewed up by the end of the day.... We are using 1 charter flight and 3 commercial flights!

Please let me know what your thoughts are on plans for her. My idea is that she will just sail straight back to Victoria to off load all the ER gear. I have tentatively booked cranes for Friday, but that was just a heads up to the shops!

I'm in the office now.

R

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

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Coulombe, Amber

From: Imbeau, Michelle
Sent: Thursday, November 30, 2017 12:54 PM
To: Lockhart, Tara; Girouard, Louise; Bate, Dan
Cc: Lemieux, Jessica; Mougeot, Alyssa; Olson, Kathleen; Parisien, Renée
Subject: RE: Update

Coast Guard doesn't have any updates. TC is now officially the federal lead. Perhaps we can tweet once the tug and barge are cleared by TC to depart?

Thanks, Michelle

From: Lockhart, Tara
Sent: November-30-17 9:41 AM
To: Girouard, Louise; Imbeau, Michelle; Bate, Dan
Cc: Lemieux, Jessica; Mougeot, Alyssa; Olson, Kathleen; Parisien, Renée
Subject: Update

Hello, wondering if there are updates re: Jake Shearer that we want to tweet about today? If so can you draft something? The last tweet was put out yesterday:

Incident #JakeShearer in #BC: Tug and barge remain in the designated place of refuge, no pollution observed. The tug is boomed as a precautionary measure. CCG remains in the area and continues to monitor. @SpillsInfoBC @VicJRCC_CCCOS

Tara Lockhart

Manager
Issues Management and Outreach
Canadian Coast Guard / Government of Canada tara.lockhart@dfo-mpo.gc.ca / Tel. : 613-998-8429
Follow us on Twitter
Like us on Facebook

Gestionnaire
Gestion des enjeux et promotions
Garde côtière canadienne / Gouvernement du Canada tara.lockhart@dfo-mpo.gc.ca / Tel. : 613-998-8429
Suivez-nous sur Twitter
Aimez notre page Facebook

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Coulombe, Amber

From: Wakefield, Tom <Tom.Wakefield@tc.gc.ca>
Sent: Thursday, November 30, 2017 2:49 PM
To: Poupore, Keri; Glover, Jillian; Perron, Heloise; Des Lauriers, Manon; Parisien, Renée
Cc: Lavoie, Carine; DL OTT AE MEDIA MONITORING - SUIVI MÉDIATIQUE; Bate, Dan
Subject: RE: TC taking over the Social Media Activities for the Jake Shearer incident?

yep. we'll retweet stuff as necessary but I don't see us developing new content unless the situation unravels :).

Tom Wakefield

Regional Director, Communications and Marketing Transport Canada / Government of Canada
800 Burrard Street, Vancouver BC V6Z 2J8 tom.wakefield@tc.gc.ca / Tel: 604-666-1675 / TTY: 1-888-675-6863

Directeur régional des communications et du marketing Transports Canada / Gouvernement du Canada
800 rue Burrard Vancouver (C.-B.) V6Z 2J8 tom.wakefield@tc.gc.ca / Tél. : 604-666-1675 / ATS : 1-888-675-6863

-----Original Message-----
From: Poupore, Keri
Sent: Thursday, November 30, 2017 11:45 AM
To: Wakefield, Tom <Tom.Wakefield@tc.gc.ca>; Glover, Jillian <jillian.glover@tc.gc.ca>; Perron, Heloise <Heloise.Perron@dfo-mpo.gc.ca>; Des Lauriers, Manon <Manon.DesLauriers@tc.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>
Cc: Lavoie, Carine <carine.lavoie@tc.gc.ca>; DL OTT AE MEDIA MONITORING - SUIVI MÉDIATIQUE <DLOTTAETRANSCRIPTS@tc.gc.ca>; Bate, Dan <Dan.Bate@dfo-mpo.gc.ca>
Subject: RE: TC taking over the Social Media Activities for the Jake Shearer incident?

Just confirm,

I can reply to Alyssa indicating that we have no updates at this time, but will generate if anything changes?

-----Original Message-----
From: Wakefield, Tom
Sent: Thursday, November 30, 2017 2:44 PM
To: Glover, Jillian <jillian.glover@tc.gc.ca>; Perron, Heloise <Heloise.Perron@dfo-mpo.gc.ca>; Des Lauriers, Manon <Manon.DesLauriers@tc.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>
Cc: Lavoie, Carine <carine.lavoie@tc.gc.ca>; DL OTT AE MEDIA MONITORING - SUIVI MÉDIATIQUE <DLOTTAETRANSCRIPTS@tc.gc.ca>; Bate, Dan <Dan.Bate@dfo-mpo.gc.ca>
Subject: RE: TC taking over the Social Media Activities for the Jake Shearer incident?

i'm happy to take a retweeting approach to this, as you suggest Jillian.

Tom Wakefield

Regional Director, Communications and Marketing Transport Canada / Government of Canada
800 Burrard Street, Vancouver BC V6Z 2J8 tom.wakefield@tc.gc.ca / Tel: 604-666-1675 / TTY: 1-888-675-6863

Directeur régional des communications et du marketing Transports Canada / Gouvernement du Canada

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800 rue Burrard Vancouver (C.-B.) V6Z 2J8 tom.wakefield@tc.gc.ca / Tél. : 604-666-1675 / ATS : 1-888-675-6863

-----Original Message-----
From: Glover, Jillian
Sent: Thursday, November 30, 2017 11:41 AM
To: Perron, Heloise <Heloise.Perron@dfo-mpo.gc.ca>; Wakefield, Tom <Tom.Wakefield@tc.gc.ca>; Des Lauriers, Manon <Manon.DesLauriers@tc.gc.ca>; Parisien, Renée <Renee.Parisien@dfo-mpo.gc.ca>
Cc: Lavoie, Carine <carine.lavoie@tc.gc.ca>; DL OTT AE MEDIA MONITORING - SUIVI MÉDIATIQUE <DLOTTAETRANSCRIPTS@tc.gc.ca>; Bate, Dan <Dan.Bate@dfo-mpo.gc.ca>
Subject: RE: TC taking over the Social Media Activities for the Jake Shearer incident?

BC Spill response is providing updates that cover TC's current actions. We have retweeted their latest update.
Tom/Carine- let me know if you want us to put out additional posts.

From: Perron, Heloise [Heloise.Perron@dfo-mpo.gc.ca]
Sent: November 30, 2017 2:23 PM
To: Wakefield, Tom; Des Lauriers, Manon; Glover, Jillian; Parisien, Renée
Cc: Lavoie, Carine; DL OTT AE MEDIA MONITORING - SUIVI MÉDIATIQUE; Bate, Dan
Subject: Re: TC taking over the Social Media Activities for the Jake Shearer incident?

I've confirmed that command has officially been transfers from CCG to TC.

Sent from my BlackBerry 10 smartphone on the Rogers network.
From: Wakefield, Tom
Sent: Thursday, November 30, 2017 2:15 PM
To: Des Lauriers, Manon; Glover, Jillian
Cc: Lavoie, Carine; DL OTT AE MEDIA MONITORING - SUIVI MÉDIATIQUE; Bate, Dan; Perron, Heloise
Subject: RE: TC taking over the Social Media Activities for the Jake Shearer incident?

Hey guys,

there is no longer an incident on water so CCG , I'm assuming, is standing down its comms operations. I've copied my DFO/CCG contacts to confirm this to be true.

TC was performing a port state control inspection and a few other inspection activities, but I believe those have been completed. I think we're reviewing a tow plan. that's it.

I'm curious as to what they mean about taking over updates?

Tom Wakefield

Regional Director, Communications and Marketing Transport Canada / Government of Canada
800 Burrard Street, Vancouver BC V6Z 2J8 tom.wakefield@tc.gc.ca<mailto:rod.nelson@tc.gc.ca> / Tel: 604-666-1675 / TTY: 1-888-675-6863

Directeur régional des communications et du marketing Transports Canada / Gouvernement du Canada
800 rue Burrard Vancouver (C.-B.) V6Z 2J8 tom.wakefield@tc.gc.ca<mailto:rod.nelson@tc.gc.ca> / Tél. : 604-666-1675 / ATS : 1-888-675-6863

From: Des Lauriers, Manon

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Sent: Thursday, November 30, 2017 11:11 AM
To: Wakefield, Tom <Tom.Wakefield@tc.gc.ca>; Glover, Jillian <jillian.glover@tc.gc.ca>
Cc: Lavoie, Carine <carine.lavoie@tc.gc.ca>; DL OTT AE MEDIA MONITORING - SUIVI MÉDIATIQUE <DLOTTAETRANSCRIPTS@tc.gc.ca>
Subject: TC taking over the Social Media Activities for the Jake Shearer incident?

Tom,
Jillian,

See email below from DFO. They seem to say TC is now leading on the social media activities on the Jake Shearer. Our Media Monitoring team is trying to find out if this is indeed the fact and if your team needs to connect with DFO?

M.
Manon Des Lauriers
613-991-3470

From: Media Monitoring / Suivi Médiatique (TC/TC)
Sent: Thursday, November 30, 2017 2:04 PM
To: Des Lauriers, Manon <Manon.DesLauriers@tc.gc.ca<mailto:Manon.DesLauriers@tc.gc.ca>>
Subject: FW: Tweet about the Jake Shearer incident

From: Mougeot, Alyssa [mailto:Alyssa.Mougeot@dfo-mpo.gc.ca]
Sent: Thursday, November 30, 2017 12:41 PM
To: Media Monitoring / Suivi Médiatique (TC/TC) <TC.Mediamonitoring-suivimediatique.TC@tc.gc.ca<mailto:TC.Mediamonitoring-suivimediatique.TC@tc.gc.ca>>
Subject: FW: Tweet about the Jake Shearer incident

Good afternoon,

I am trying to contact someone from the social media team. Any help would be appreciated.

Thank you.
Alyssa

From: Mougeot, Alyssa
Sent: November-30-17 12:39 PM
To: 'Bond, Jeff'
Subject: Tweet about the Jake Shearer incident

Good afternoon Jeff,

Have you been looped into the Jake Shearer incident on the West Coast? We know that TC is now the lead and are wondering if you will be taking over the updates from here or should we continue?

Thanks!
Alyssa

Alyssa Mougeot

No information has been removed or severed from this page

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Social Media Officer / Agente aux réseaux sociaux Issues Management and Outreach / Gestion des enjeux et engagement Canadian Coast Guard / Garde côtière canadienne Government of Canada / Gouvernement du Canada
Alyssa.mougeot@dfo-mpo.gc.ca<mailto:Alyssa.mougeot@dfo-mpo.gc.ca>
613-219-6297

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Coulombe, Amber

From: Ivany, Gary
Sent: Thursday, November 30, 2017 4:54 PM
To: NCC / CCN (DFO/MPO); De Rainville, David; Alvaro, Tanya; Pelletier, Mario; Lockhart, Tara; Justice, Robert; Moss, Derek; Hunt, Christina P; Lebel, Mathieu; Olson, Kathleen; Wells, William; Parisien, Renée; Mougeot, Alyssa; Lemieux, Jessica
Subject: RE: TELE CONFERENCE - JAKE SHEARER REQUEST ATTENDANCE AT 1400 PST, NOV. 30

For those in Ottawa taking the call at 200 Kent, we will take the call in DC Ops Boardroom

Gary

-----Original Appointment-----
From: ROC1 / COR1 (DFO/MPO)
Sent: Thursday, November 30, 2017 12:25 PM
To: ROC1 / COR1 (DFO/MPO); Wootton, Brian; Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody; Imbeau, Michelle; JRCC Victoria / CCCS Victoria (DFO/MPO); NCC / CCN (DFO/MPO); Admin_NCC / Admin_CCN (DFO/MPO); Ivany, Gary; Israr Waheed; Girouard, Roger; De Rainville, David; Bate, Dan; 'rod.pick@rcmp-grc.gc.ca'; 'Whitelaw, Tywana'; Girouard, Louise; 'CCGS Gordon Reid (ReidWH@grd.ccgs-ngcc.gc.ca)'; Chiang, Eric; 'CCGS Bartlett'; Statham, Art; 'CCGS-NGCC, GordonReid Chief Officer'; Cottrell, Paul; Sanderson, Leslie; Harris, Piper; Alvaro, Tanya; Pelletier, Mario; Lockhart, Tara; Justice, Robert; Moss, Derek; Hunt, Christina P; Lebel, Mathieu; Thomson, Andrew; Olson, Kathleen; Wells, William; Parisien, Renée; Mougeot, Alyssa; Linda.Pillsworth@fnha.ca; Gethsemane.Luttrell@fnha.ca
Subject: TELE CONFERENCE - JAKE SHEARER REQUEST ATTENDANCE AT 1400 PST, NOV. 30
When: Thursday, November 30, 2017 2:00 PM-2:30 PM (UTC-08:00) Pacific Time (US & Canada).
Where: CCG ROC

You are requested to attend a teleconference at 1400 PST, November 230, 2017 regarding the 'Jake Shearer.'

Please **dial 1-877-413-4781** and use **conference ID** when prompted.

Please respond to this email to confirm you are able to attend.

s.16(2)
s.19(1)

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Coulombe, Amber

From: Bate, Dan
Sent: Thursday, November 30, 2017 7:23 PM
To: Stanek, Frank; Saindon, Carole; NCR Media RCN (DFO/MPO)
Cc: Hubley , Marian; Nielsen, Ingrid; Perron, Heloise; Parisien, Renée; Wells, William; Girouard, Louise; Imbeau, Michelle
Subject: For approval: Alaska Public Radio, Jake Shearer tug

Hi Frank/Carole – something for your morning tomorrow.
The following US reporter contacted us looking for information about the response to the Jake Shearer tug and barge incident.
Given new protocols, we're sending back up.

Let us know.

Thanks,
Dan

Issue: Jacob Resneck, Alaska Public Radio [redacted] would like an interview with Roger Girouard about the Coast Guard response to the Jake Shearer tug and barge incident. It would be a taped interview about the incident, including what happened, where, what was Coast Guard's response, etc. He has read the media reports about the incident and now would like an interview, as the tug and barge were originally destined for Alaska.

Recommendation: Provide interview with Assistant Commissioner Western Region, Roger Girouard.

Deadline: Friday, December 1 afternoon

Approved by: Roger Girouard, Assistant Commissioner Western Region

Media lines:

- The Canadian Coast Guard is worked closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.
- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge was carrying a load of diesel and gasoline. No pollution was released into the marine environment.
- With the assistance of a rescue tug the barge has been towed to a protected area where ongoing inspections are taking place.

Dan Bate

Team Lead, Communications
Fisheries and Oceans Canada Pacific Region / Canadian Coast Guard / Government of Canada
Dan.Bate@dfo-mpo.gc.ca / Tel: (604) 775-8809 / Cell: [redacted]

Chef d'équipe, communications
Pêches et Océans Canada, région du Pacifique / Garde côtière canadienne / Gouvernement du Canada
Dan.Bate@dfo-mpo.gc.ca / Tél : (604) 775-8809 / Tél. cell. : [redacted]

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Cottrell, Paul

From: Chiang, Eric
Sent: November-30-17 11:04 AM
To: Thomson, Andrew
Cc: Bate, Dan; Rogers, Juanita; Payne, Brigid; Johansen, Jeff; Groves, Steven; Herborg, Matthias; Daradics, Anya; Carlson, Mike; Benoy, Nicholas; Sanderson, Leslie; Cauffope, Genevieve; O'Grady, Liane; Cottrell, Paul; Davis, Neil; Jones, Lisa Ann
Subject: RE: Jake Shearer update; 0800 Nov 30 (Further update)

Hi all, the official estimate of the volume appears to be 12.4M litres. See below for fresh update from BC MoE. https://www2.gov.bc.ca/gov/content/environment/air-land-water/spills-environmental-emergencies/spill-incidents/potential-tug-jake-shearer-sw-of-bella-bella

At this point, I do not plan to provide further updates unless situation warranting it. Thanks,
Eric

November 30, 2017 - 8:40 am

The divers completed their underwater inspection last night (November 29, 2017) . Classification specialists have also completed their inspections.

The inspections to the *Jake Shearer* tug revealed three cracks on the port side forward. These cracks were temporarily patched by the divers. Soundings and overnight observations of the affected tanks indicate the patches are holding.

Transport Canada inspectors are en route to the vessel this morning to review the inspection reports and approve the vessel for transit. A U.S. inspector is en route to complete their inspection and give permission for both vessels to re-enter American waters. Harley Marine is currently working on a tow plan.

Correction: The *Jake Shearer* tug and fuel barge are carrying a combined total of approximately 12.4 million L of gas and diesel fuel. They were originally reported to be carrying approximately 3.5 million L of diesel and 500,000 L of gasoline. These numbers were mistakenly understood as litres instead of gallons.

No further updates are expected unless the situation deteriorates.

From: Chiang, Eric
Sent: 2017–November-30 8:45 AM
To: Thomson, Andrew
Cc: Bate, Dan; Rogers, Juanita; Payne, Brigid; Johansen, Jeff; Groves, Steven; Herborg, Matthias; Daradics, Anya; Carlson, Mike; Benoy, Nicholas; Sanderson, Leslie; Cauffope, Genevieve; O'Grady, Liane; Cottrell, Paul; Davis, Neil; Jones, Lisa Ann
Subject: RE: Jake Shearer update; 0800 Nov 30

Hi All we had two conferences calls since the 0800 yesterday – one at 1600 Nov 29 and one 0800 Nov 30.

Update:

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- There was a misreporting of volumes aboard the two vessels (Barge + Tug). In contrary to ~3.5M litre of diesel and 0.5M litre of gasoline previously reported, the new estimate is ~13.3M litre combined.
- TC inspections (2 types based on 2 classes of vessels) ongoing and/or near complete. Will issue clearance before vessels can be underway again.
- Divers found 3 small cracks on the hull of Jake Shearer. Patched them up and believed to have no concern now.
- US Coast Guard is also sending down an inspector from Alaska - ETA noon today. Owner and USCG will work together on the vessel's seaworthiness and clearance to enter Alaskan waters. This is a separate process.
- Owner Harley Marine is working on tow plan to submit to USCG and TC today.
- ICP in Port Hardy has established two triggers for standing down:
    - TC clearing the vessels to sail
    - Harley Marine supplying a statement in writing on the seaworthiness of the vessels.
- EU Update: Resource At Risk ICS 232 has been established based on agencies and HN inputs.
- Next call 1400 today

Eric

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Johansen, Jeff

From: Johansen, Jeff
Sent: November-30-17 12:10 PM
To: Chiang, Eric
Subject: RE: CCG Common Operating Picture

Eric,
This is fantastic! Now we can actually see the details of where these things are occurring. For the Jake Shearer incident I had to look at a photograph of a chart on E Bay to see the details for the Gosling Islets and reefs. Thanks for sharing.

Jeff Johansen

Regional Resource Manager - Invertebrates
Fisheries and Oceans Canada
604-666-3869

From: Chiang, Eric
Sent: November-29-17 4:46 PM
Cc: Bate, Dan; Rogers, Juanita; Payne, Brigid; Johansen, Jeff; Groves, Steven; Herborg, Matthias; Daradics, Anya; Carlson, Mike; Benoy, Nicholas; Sanderson, Leslie; Cauffope, Genevieve; O'Grady, Liane; Cottrell, Paul; Davis, Neil; Jones, Lisa Ann; Stuyt, Shannon; Thomson, Andrew
Subject: CCG Common Operating Picture
Importance: Low

Hi All please see useful link below for CCG's Common Operating Picture website. This is accessible through intranet only and provides CCG's perspective on any incidents on the water. Layers of interests also include charts (coast wide!), vessel traffic, and tides etc. We've been cleared to distribute this within DFO in hopes of improved response linkages.

DFO Common Operation Picture web mapping tool: https://cop-poc.dfo-mpo.ca/

See attached file for user guide.

Eric

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

RE: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #3

2018-March-18
3:48 PM

Subject	**RE: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #3**
From	Chiang, Eric
To	Lowe, Carmel; Herborg, Matthias; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc	Stuyt, Shannon; Daradics, Anya
Sent	2017-November-30 10:24 AM

CCG will be looking into this and there is no reason to believe the original report was intentionally misleading. I'll inquire re: any reasons..

Eric

From: Lowe, Carmel
Sent: 2017-November-30 10:20 AM
To: Herborg, Matthias; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: RE: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #3

Thanks Matthias – much appreciated. Any idea how the misreporting of the fuel volume came about?

Carmel

Carmel Lowe, Ph.D.

Regional Director Science | Directrice régionale des sciences

Fisheries and Oceans Canada | Pêches et Océans Canada

Pacific Biological Station | Station biologique du Pacifique

3190 Hammond Bay Rd, Nanaimo, BC, Canada V9T 6N7

Carmel.Lowe@dfo-mpo.gc.ca
Telephone | Téléphone 250-756-7177
Facsimile | Télécopieur 250-729-8360
Government of Canada | Gouvernement du Canada

From: Herborg, Matthias
Sent: Thursday, November 30, 2017 9:51 AM
To: Lowe, Carmel <Carmel.Lowe@dfo-mpo.gc.ca>; Kennedy, Eddy <Eddy.Kennedy@dfo-mpo.gc.ca>; Holmes, John <John.Holmes@dfo-mpo.gc.ca>; Taylor, Nathan <Nathan.Taylor@dfo-mpo.gc.ca>; Houston, Kim <Kim.Houston@dfo-mpo.gc.ca>; Prince, Dave <Dave.Prince@dfo-mpo.gc.ca>; MacDougall, Lesley <Lesley.MacDougall@dfo-mpo.gc.ca>; O, Miriam <Miriam.O@dfo-mpo.gc.ca>
Cc: Stuyt, Shannon <Shannon.Stuyt@dfo-mpo.gc.ca>; Chiang, Eric <Eric.Chiang@dfo-mpo.gc.ca>; Daradics, Anya <Anya.Daradics@dfo-mpo.gc.ca>
Subject: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #3

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Hi

Just to close the loop I thought I give you an update on the Jake Shearer situation, the really noteworthy part is that for four days we all worked with completely wrong numbers as far as the size of a potential spill. See the summary from Eric Chiang who is participating on the Incident Command Post calls:

Update:

- There was a misreporting of volumes aboard the two vessels (Barge + Tug). In contrary to ~3.5M litre of diesel and 0.5M litre of gasoline previously reported, the new estimate is ~ 13.3M litre combined.
- TC inspections (2 types based on 2 classes of vessels) ongoing and/or near complete. Will issue clearance before vessels can be underway again.
- Divers found 3 small cracks on the hull of Jake Shearer. Patched them up and believed to have no concern now.
- US Coast Guard is also sending down an inspector from Alaska - ETA noon today. Owner and USCG will work together on the vessel's seaworthiness and clearance to enter Alaskan waters. This is a separate process.
- Owner Harley Marine is working on tow plan to submit to USCG and TC today.
- ICP in Port Hardy has established two triggers for standing down:
    - TC clearing the vessels to sail
    - Harley Marine supplying a statement in writing on the seaworthiness of the vessels.
- EU Update: Resource At Risk ICS 232 has been established based on agencies and HN inputs.
- Next call 1400 today

COMMON OPERATING PICTURE

We also realized during this incident that we can access the CCG's Common Operating Picture website. This is accessible through intranet only and provides CCG's realtime perspective on any incidents on the water. I found it far more accurate than public marine AIS sites during this incident in particular. Layers of interests also include charts (coast wide!), vessel traffic, and tides etc. We've been cleared to distribute this within DFO in hopes of improved response linkages.

DFO Common Operation Picture web mapping tool: https://cop-poc.dfo-mpo.ca/

See also the attached user manual

Matthias

From: Herborg, Matthias
Sent: 2017–November-27 6:26 PM
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #2

Hi

Just to update you on the events of the day, the Jake Shearer and its barge are now in a sheltered bay (Norman Morrison Bay) of Seaforth Channel, being towed their by the Gulf Cajun with the CCG

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Gordon Reid following close by. The Jake Shearer (the tug not the barge) has reported taking on 1,700 gallons of water on their port bow fuel tank, however there is indication of damage to the hull or fuel tank.

A Transport Canada overflight found no sign of a fuel leak, and the West Coast Marine Response Cooperation is on site and will boom the barge and tug overnight. Transport Canada will inspect the barge tomorrow. Barge owner Harley Marine is continuing to send equipment and personnel.

CCG Environmental Response (CCG ER), who has taken over the command as of 1500 today, is standing up an Incident Command Post at the Port Hardy Fire Hall; CCG is now approaching the incident under ICS framework. Within The Incident Command Post the Environmental Unit is stood up, with the first coordination call tomorrow at 0830hrs.

BC MoE has been actively collecting and collating resource at risk information for Seaforth Channel and Norman Morrison Bay area as precaution, based on Nathan E Stewart incident materials. CCG expects the incident management to run for another 48 – 72 hrs, if all runs smoothly.

The weather is continued to be a major issue with another major storm system coming through the area right now.

Based on this there might be further request for information, depending on further developments. I had a great response from SME's and appreciate everybody's timely and detailed response.

I am attaching the ECCC national Environmental Emergency Center (NEEC) notifications in case you want more details and a bit of a timeline, they are a bit weird, oldest information at the beginning, most recent at the end.

Next update: Tomorrow if anything changes

Thanks for everybody's help

Matthias

From: Herborg, Matthias
Sent: 2017–November-27 7:30 AM
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: RE: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE # 1

Hi

Just to provide a quick update from this morning, there has been no further pollution report been issued by the Coast Guard so it looks like no spill has occurred at this point.

Based on the information on Emergency BC the Gordon Reid is assisting the Barge and the Coast Guard is setting up an Incident Command Post. The West Coast Marine Response Cooperation is being contacted and deploying its vessels to the staging area. The Provincial Response Officers will be deploying this morning

https://www2.gov.bc.ca/gov/content/environment/air-land-water/spills-environmental-emergencies/spill-incidents/potential-tug-jake-shearer-sw-of-bella-bella

Eric Chiang has reached out to Canadian Coast Guard Environmental Response Unit last night and indicated that we (DFO Oceans and Science) are available.

There is a lot of commenting on twitter #JakeShearer

Based on the twitter feed and the Marine Vessels AIS website a larger tug is approaching the vessel of concern.

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I will send you further updates if the situation changes.

Matthias

From: Herborg, Matthias
Sent: 2017–November-26 9:08 PM
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - INITIAL

Hi

Please see below the notification from Coast Guard regarding a fuel barge with 3.4 Million liters adrift of Bella Bella. Three tugs and the Gordon Reid are assisting and no fuel has been spilled so far. I will send an update tomorrow morning.

There is also an article http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713 on the CBC.

As you are probably aware its just over a year after the Nathan E Stewart in the same area, which is still an ongoing issue with the local First nations.

Matthias

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 6:37 PM
To: Brickett, JJ; Alois Schonenberger - A/Victoria HarbourMaster; Barrett, Paul; Brady, Jeff; Gladson, Brandy; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Cunningham, Barry; Elford, Dale; Desrosiers, Jason; ECCC; EMBC - PECC; Environment Canada; PAC Env Incident / Incident Env Pac (DFO/MPO); Evans, Clay; Farrell, Randy; Fehr, Amanda; Girouard, Roger; Goffic, Jody; Gordon, Elysha; Grant, Janet; Gray, Scott; Hache, Gabe; Harbour Master Nanaimo; Harbour Master Prince Rupert; Harbour Master Vancouver; Harbour Master Victoria (ZP); Harris, Piper; Henthorne, Colin; Hunt, Cliff; Imbeau, Michelle; Lanthier, Marc; Lastik, Darryl; Leonard, Mike; Lick, Gregory; Main Ops Officer / Agent principal des Ops (DFO/MPO); Martens, Michael; McCann, Timothy; McNish, Joanne; MCTS Prince Rupert Supervisor; MCTS Victoria; Meggison, Joe; Morin, Michel; Murdock, Philip; NASP; Moss, Derek; Navigation Protection Program; NCC / CCN (DFO/MPO); Oliver, Gillian; PAC Radio Room / Salle de radio PAC (DFO/MPO); Pelletier, Mario; Pickrell, Susan; Piper Harris; Prieur, Cloe; Prince Rupert; ROC Planning Officer / agent de planification COR (DFO/MPO); ROC1 / COR1 (DFO/MPO); ROEC Pacific / BRCE Pacifique (DFO/MPO); Sharun, Christina; Smith, Laura; Snow, Carl; Statham, Art; Swift, Greg; TC Marine Safety - Ottawa; TC Marine Safety - Vancouver; TC Pollution Control Aircraft (MART; Thomas, John; Transport Safety Board - Pacifgic; Verret, Gilles; Walker, Matthew; Ward, Kelly; Webb, Nathan; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Williams, Susan; Wong, Helen; Wootton, Brian; Yager, Tyler
Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

GENERAL INFORMATION-
POLLUTION REPORT

DATE/TIME OF REPORT:	2017-11-26 1509 PDT
DATE/TIME OF SPILL:	POTENTIAL

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REPORTING PARTY/CONTACT INFO:	COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE

SITUATION DETAILS

LOCATION/POSITION :	51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC
TYPE OF POLLUTANT:	POTENTIAL
QUANTITY:	3.4 MILLION LITERS
COLOUR /ODOUR :	
ORIGIN:	JAKE SHEARER BARGE
WEATHER CONDITIONS:	S-SW 40 KNOTS
ADDITIONAL INFORMATION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.

VESSEL INFORMATION (IF APPLICABLE)

VESSEL NAME:	JAKE SHEARER
CALL SIGN AND MMSI:	MMSI 367677120
OVERALL LENGTH (LOA) :	34 METERS
VESSEL TYPE:	PUSH TUG
OWNER/AGENT/FLAG:	
ADDITIONAL INFORMATION:	BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT

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ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)

CCG-W ER DUTY OFFICER	2017-11-26 JG
TC MARINE SAFETY - VANCOUVER (ONLY IF A VESSEL IS INVOLVED)	2017-11-26 Click here to enter text.
VANCOUVER HM (ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)	Click here to enter a date. Click here to enter text.
Area MCTS Centre	Click here to enter a date. Click here to enter text.
DFO PUBLIC AFFAIRS (NEWS POTENTIAL ONLY)	Click here to enter a date. Click here to enter text.
ROC OFFICER:	SO

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

Fisheries and Oceans Canada | Pêches et Océans Canada
Canadian Coast Guard | Garde côtière canadienne

Canada

s.19(1)

s.21(1)(b)

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Re: Jake Shearer update; 0800 Nov 30

2018-March-18
3:48 PM

Subject	**Re: Jake Shearer update; 0800 Nov 30**
From	Herborg, Matthias
To	Chiang, Eric
Sent	2017-November-30 12:32 PM

OK 2 it is
Sent from my BlackBerry 10 smartphone on the Rogers network.
From: Chiang, Eric
Sent: Thursday, November 30, 2017 11:54 AM
To: Daradics, Anya; Herborg, Matthias
Subject: RE: Jake Shearer update; 0800 Nov 30
Let's stay with 2pm then.
I'll just monitor the conference call in background.

From: Daradics, Anya
Sent: 2017-November-30 11:51 AM
To: Herborg, Matthias; Chiang, Eric
Subject: RE: Jake Shearer update; 0800 Nov 30

Paul has another call at 230, [redacted]

From: Herborg, Matthias
Sent: November-30-17 11:48 AM
To: Chiang, Eric
Cc: Daradics, Anya
Subject: Re: Jake Shearer update; 0800 Nov 30

Hi Eric

Let's push the call back by 30 min. I need you to be on that call. [redacted] we need to discuss this between the three of us.

Matthiad

Sent from my BlackBerry 10 smartphone on the Rogers network.
From: Chiang, Eric
Sent: Thursday, November 30, 2017 10:35 AM
To: Herborg, Matthias
Cc: Daradics, Anya
Subject: RE: Jake Shearer update; 0800 Nov 30

Yeah I know... The calls now are not long at all... ~15min. [redacted] so don't want to push back more. I'll join in when I become available.

Eric

From: Herborg, Matthias
Sent: 2017-November-30 9:43 AM
To: Chiang, Eric
Cc: Daradics, Anya

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Subject: RE: Jake Shearer update; 0800 Nov 30

Hi Eric

Thanks for the update, will you be on the 1400hrs call? Just thought that's when we will talk Marine Mammals? We can always push it back an hour that would work for me better actually?

Matthias

From: Chiang, Eric
Sent: 2017–November-30 8:45 AM
To: Thomson, Andrew
Cc: Bate, Dan; Rogers, Juanita; Payne, Brigid; Johansen, Jeff; Groves, Steven; Herborg, Matthias; Daradics, Anya; Carlson, Mike; Benoy, Nicholas; Sanderson, Leslie; Cauffope, Genevieve; O'Grady, Liane; Cottrell, Paul; Davis, Neil; Jones, Lisa Ann
Subject: RE: Jake Shearer update; 0800 Nov 30

Hi All we had two conferences calls since the 0800 yesterday – one at 1600 Nov 29 and one 0800 Nov 30.

Update:

- There was a misreporting of volumes aboard the two vessels (Barge + Tug). In contrary to ~3.5M litre of diesel and 0.5M litre of gasoline previously reported, the new estimate is ~ 13.3M litre combined.
- TC inspections (2 types based on 2 classes of vessels) ongoing and/or near complete. Will issue clearance before vessels can be underway again.
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- Owner Harley Marine is working on tow plan to submit to USCG and TC today.
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- EU Update: Resource At Risk ICS 232 has been established based on agencies and HN inputs.
- Next call 1400 today

Eric

s.19(1)
s.21(1)(b)
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RE: Jake Shearer update; 0800 Nov 30

2018-March-18
3:48 PM

Subject	**RE: Jake Shearer update; 0800 Nov 30**
From	Chiang, Eric
To	Herborg, Matthias
Cc	Daradics, Anya
Sent	2017-November-30 11:50 AM

OK Anya can you send update?
Thanks

From: Herborg, Matthias
Sent: 2017-November-30 11:48 AM
To: Chiang, Eric
Cc: Daradics, Anya
Subject: Re: Jake Shearer update; 0800 Nov 30

Hi Eric

Let's push the call back by 30 min. I need you to be on that call. [redacted] we need to discuss this between the three of us.

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To: Thomson, Andrew
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Eric

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Chang, Raymond

From: Benoy, Nicholas
Sent: November-30-17 1:25 PM
To: Chiang, Eric
Subject: Jake Shearer Map update

Hi Eric,

I changed the colour of the JS buffer zone to black and attempted to hatch the lines in the middle. The hatched lines show up in the ArcMap document, but not in the exported PDF. I increased the distance between the hatched lines and increased the transparency to compensate. I replaced the fishery map in the following directory: R:\FAM\Incidents\2017_11_26 JakeShearer\Maps\Ready 4 Release

Let me know if you want to see any more changes.

Cheers,

Nicholas Benoy, MSc.
GIS Analyst
Oceans Program / Ecosystems Management Branch
Fisheries and Oceans Canada
Nicholas.Benoy@dfo-mpo.gc.ca / Tel: (604) 666-0746

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Jake Shearer Incident Map

Commercial Fisheries:

Fishery Category	Fishery Name	Present in 50k Buffer?
Groundfish	Halibut	Yes
	Halibut Sablefish Combo	Yes
	Lingcod	Yes
	Rockfish Inside	No
	Rockfish Outside	Yes
	Sablefish	Yes
Shellfish	Shrimp Trawl	Yes
	Sea Cucumber	Yes
	Scallop Trawl	No
	Red Sea Urchin	Yes
	Dinopeps	No
	Green Sea Urchin	No
	Geoduck	Yes
	Euphausiid	No
	Prawn	Yes
	Crab	No
Pelagics	Tuna	No
	Herring - Roe and Food	Yes
	Herring - Spawn on Kelp	Yes
	Herring - Food and Bait and Special Use	No
	Sardine	Yes
Salmon	Gillnet (Salmon)	Yes
	Seine (Salmon)	Yes
	Troll (Salmon)	Yes

Only denotes presence and absence.
No seasonal component.

Recreational Fisheries:

Groundfish, Halibut, Coho Salmon, Salmon, Prawns, Crab

Features of Interest

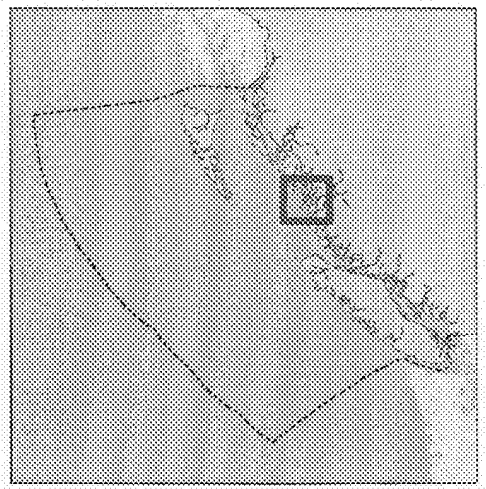
Jake Shearer Location (Nov 28th 2017 @ 07:40)

50km Buffer Zone

N

0 5 10 20 km

Created by: DFO Oceans Pacific
Date: 30/11/2017



THIS MAP IS FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR NAVIGATION
DATA DISPLAYED ON THE MAP IS A DRAFT

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Fisheries and Oceans Canada | Pêches et Océans Canada



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	Rockfish Outside	Yes
	Sablefish	Yes
Shellfish	Shrimp Trawl	Yes
	Sea Cucumber	Yes
	Scallop Trawl	No
	Red Sea Urchin	Yes
	Octopus	No
	Green Sea Urchin	No
	Geoduck	Yes
	Euphausiid	No
	Prawn	Yes
	Crab	No
Pellagics	Tuna	No
	Herring - Roe and Test	Yes
	Herring - Spawn on Kelp	Yes
	Herring - Food and Bait and Special Use	No
	Sardine	Yes
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	Seine (Salmon)	Yes
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Only denotes presence and absence.
No seasonal component.

Recreational Fisheries:

Groundfish, Halibut, Coho Salmon, Salmon, Prawns, Crab

Features of Interest

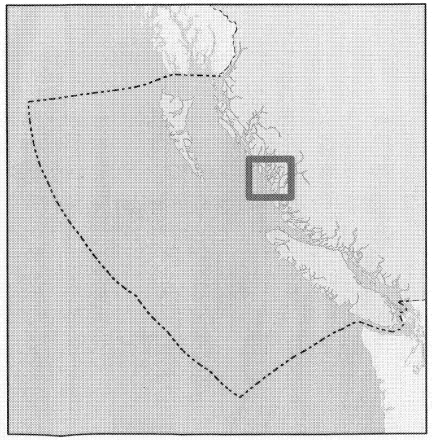
Jake Shearer Location (Nov 28th 2017 @ 07:40)

50km Buffer Zone

N

0 5 10 20 km

Created by: DFO Oceans Pacific
Date: 30/11/2017



001246

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Pike, Lindsey

From: Bain, Brian
Sent: 2017–November-30 12:06 PM
To: McNish, Joanne; Ivany, Gary; Evans, Clay; Wootton, Brian; Murdock, Philip
Cc: Statham, Art; Crooks, Robert; Yerex, Laura
Subject: RE: Radio Logs

Art's off at CISM right now but Bob Crooks is in the office, so I'll cc him and Laura Yerex, the OIC at Prince Rupert MCTS where the audio records will be kept. Bob and Laura can follow up. These will probably be requested by outside interests through ATIP, but there is no problem with record retrieval for in-house requests.

Brian A. Bain

Regional Director, Navigational Programs
Canadian Coast Guard
Fisheries & Oceans Canada / Government of Canada
Brian.Bain@dfo-mpo.gc.ca / Tel : 250-480-2943

Directeur régional, Programmes de navigation
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Bain@dfo-mpo.gc.ca / Tél : 250-480-2943

From: McNish, Joanne
Sent: Thursday, November 30, 2017 11:47 AM
To: Ivany, Gary; Evans, Clay; Wootton, Brian; Murdock, Philip
Cc: Bain, Brian; Statham, Art
Subject: RE: Radio Logs

Same process Gary. MCTS can just pull it together.

I have cc'd Art Statham and Brian Bain.

Joanne

From: Ivany, Gary
Sent: Thursday, November 30, 2017 11:45 AM
To: McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: Radio Logs

Thanks Joanne, this was the JRCC tasking log.... What about all audio calls and recordings (MCTS)

Gary

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From: McNish, Joanne
Sent: Thursday, November 30, 2017 2:44 PM
To: Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: Radio Logs

In house, you have already done it by this e-mail.

For release, we usually have them go through an ATIP process.

Clay can confirm if anything else required.

Joanne

From: Ivany, Gary
Sent: Thursday, November 30, 2017 11:42 AM
To: Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Subject: Radio Logs

As part of the incident, will we be requesting copies of radio logs and recordings – from one hour before the incident until the conclusion?

I am not sure what questions will come in the future, checking to see what will be have on file proactively.

What is the normal protocol?

Thanks

Gary

From: Evans, Clay
Sent: Thursday, November 30, 2017 2:20 PM
To: Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Cc: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; Tasker, Paul <Paul.Tasker@dfo-mpo.gc.ca>
Subject: RE: For tomorrow

Hello,

Here's the basic time-line from the JRCC Victoria SAR log with an emphasis on tug allocation.

Initial tasking was for the tug *Norma H* (2000 HP) to transfer tow to tug *Ocean Clipper* and proceed to the scene.

Once availability of southbound tug *Gulf Cajun* (4600 HP) was identified both JRCC and Master of *Norma H* (as well as Harley Marine) felt that this would be the most capable platform to tow the disabled fuel barge given HP and sea conditions. There was some discussion about leaving the Gulf Cajun's barge at Shearwater/Bella Bella which never came to fruition but at no time was the *Gulf Cajun's* southbound progress delayed.

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Norma H proceeded north to rendezvous with *Gulf Cajun* and take its tow and *Gulf Cajun* proceeded to the scene.

Please advise if you require any additional details?

Regards,

Clay

Following are timelines of taskings according to the log for case V2017-3090 (times in PST)

27/1543 – JRCC notified of fuel barge Zidell 277 breaking free from Tug Jake Shearer. CCGS Gordon Reid tasked to proceed to location of barge.

27/1549 – Tug North Arm Prowler tasked to assist.

27/1550 – Inquired with Tug Norma H, towing a barge, if possible to drop barge and proceed to assist.

27/1606 – Environmental Response briefed on situation. Advised Tugs Norma H and North Arm Prowler have been tasked to assist.

27/1622 – Tug Ocean Clipper advised JRCC that he could take tow from Norma H. Norma H eta to Zidell 277 now approx. 6 hrs.

27/1706 – Comms with District 17 (USCG) regarding droppable Towing Kit. Delivery time at least 7 hours.

27/1825 – Tug Gulf Cajun advised JRCC that trying to unload dangerous cargo barge and assist.

27/1945 – CCGS Gordon Reid on scene.

27/1948 – Tug Gulf Cajun 35 nm from incident. In comms with Jake Shearer.

27/2135 – Tug Earl Redd tasked from Seattle to assist with recovery.

27/2347 – Tug Gulf Cajun advised will transfer his dangerous goods barge to Norma H, as he is better suited to tow the Zidell 277.

28/0352 – Tug Norma H takes barge from Tug Gulf Cajun.

28/0747 – Tug Gulf Cajun on scene.

28/0855 – Tug Gulf Cajun advised Zidell 277 now in tow.

From: Ivany, Gary
Sent: November-30-17 6:58 AM
To: McNish, Joanne; Wootton, Brian; Murdock, Philip; Evans, Clay
Subject: Re: For tomorrow

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Thanks, he asked this morning so I just wanted to close the loop.

Will stby for response.

Much appreciated

Gary

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: McNish, Joanne
Sent: Thursday, November 30, 2017 9:46 AM
To: Wootton, Brian; Ivany, Gary; Murdock, Philip; Evans, Clay
Subject: Re: For tomorrow

This is in hand. Initiated through Roger from Commissioner last night. Clay's on it.

Joanne

Sent by BB

From: Wootton, Brian
Sent: Thursday, November 30, 2017 6:41 AM
To: Ivany, Gary; Murdock, Philip; Evans, Clay
Cc: McNish, Joanne
Subject: Re: For tomorrow

Good morning Gary...I'm in Tofino /Ahousaht today on FN engagement...spotty internet...asking Phil to work with Clay on this today.

For your SA Gulf Cajun had hazardous cargo on her tow, she was by no means an automatic relief tug during the SAR case...JRCC worked with two different ship owners to
Try and free one or both possible rescue tugs up so that they could proceed to Jake Shearer...

Ultimately smaller of two rescue tugs had to run a great distance into Rivers Inlet to safely hand over its tow. That tug then became relief for Gulf Cajun. Both rescue tugs more than 50 miles apart...

CCG not legally in position at any point to direct either tug to let go tows unsafely....

Timeline to follow...

BW
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Ivany, Gary
Sent: Thursday, November 30, 2017 6:25 AM
To: Wootton, Brian
Cc: McNish, Joanne
Subject: FW: For tomorrow

Brian,

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Can we get timelines/logs for the Gulf Cajun for the CO.

Not sure if Roger already asked – if so, don't want to double ask but need to get back to CO.

Thanks

Gary

From: Hutchinson, Jeffery
Sent: Wednesday, November 29, 2017 9:11 PM
To: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Cc: Hill, Johanna <Johanna.Hill@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>
Subject: For tomorrow

Roger, do we have an event Timeline that we could share with HN? They suggested that Gulf Cajun had a chance to help much earlier - stood down and then re-engaged hours later. Do you have more info?

Sent from my BlackBerry 10 smartphone on the Rogers network.

s.16(2)
s.19(1)
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Crooks, Robert

From: Crooks, Robert
Sent: 2017–November-30 10:38 PM
To: Imbeau, Michelle
Subject: RE: Audio recording of Jake Shearer

One last thing. ATIP privilege only applies to Canadian citizens and entities anywhere in the world, and landed immigrants resident in Canada. To my knowledge, a US based entity like this Alaskan radio station would not have the right to access Canadian government held information.

[redacted]

Have a good night.
Bob

Robert Crooks
Regional Program Specialist
CCG-MCTS Western
250-363-8952 - Office

From: Imbeau, Michelle
Sent: November 30, 2017 10:31 PM
To: Crooks, Robert
Subject: Re: Audio recording of Jake Shearer

Thanks so much for the explanation Bob. That's what I was thinking too. The reporter referenced the Nathan E Stewart recording, and I recall it became public but I couldn't recall how.

The position outlined below makes sense. I'll let the reporter know that we can't provide as requested.

Thank you!

Michelle Imbeau
Communications Advisor for the Canadian Coast Guard
Fisheries and Oceans Canada
Office: 604-666-2872; Cell: [redacted]
*Sent from my cell phone

From: Crooks, Robert
Sent: Thursday, November 30, 2017 9:47 PM
To: Statham, Art; Imbeau, Michelle
Subject: RE: Audio recording of Jake Shearer

Hello Michelle,

With regard to your question about releasing audio files...

CCG and MCTS policy is that data (audio or video recordings, reports, log entries, etc.) is not released to non-government entities unless they are requested under ATIP. In the past the AC has authorized the release of information to some First

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Nations bands (i.e. the Nathen E. Stewart incident) but this was based on transparency issues while the Incident Command Post was working with the Hieltsuk band.

Government entities like Transport Canada, Environment Canada, and the US Coast Guard are given data based solely on a request to the MCTS Superintendent but these are reviewed before authorization, and all materials are first vetted for protected information before distribution.

Bob

Robert Crooks
Regional Program Specialist
CCG-MCTS Western
250-363-8952 - Office

From: Statham, Art
Sent: November 30, 2017 4:42 PM
To: Imbeau, Michelle
Cc: Crooks, Robert
Subject: RE: Audio recording of Jake Shearer

Distress was never declared by the vessel. A call to the MCTS centre in Prince Rupert advising of their situation occurred only to the best of my knowledge.

Art Statham
Superintendent - MCTS Western Region

From: Imbeau, Michelle
Sent: 2017–November-30 3:42 PM
To: Statham, Art
Subject: Audio recording of Jake Shearer

Hello Art

I've been asked by an Alaska radio station if we would release the audio recording for the tug *Jake Shearer* initial distress call to Coast Guard on Sunday afternoon. What is CCG's policy on this?

Thanks,

Michelle Imbeau

Communications Advisor
Canadian Coast Guard / Fisheries and Oceans Canada / Government of Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tel: 604-666-2872 / Cell: [redacted]

Conseillère en communications
Garde côtière canadienne / Pêches et Océans Canada / Gouvernement du Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tél : 604-666-2872 / Tél cel : [redacted]

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Joy, Nickolas

From: McNish, Joanne
Sent: March-22-18 3:28 PM
To: Joy, Nickolas
Subject: FW: Jake Shearer Incident Brief Final
Attachments: Jake Shearer Incident Brief FINAL (November 30 2017).ppt
Attachment is found elsewhere on the file

From: McNish, Joanne
Sent: Thursday, November 30, 2017 2:53 PM
To: Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>
Subject: FW: Jake Shearer Incident Brief Final

Gary,

- Awaiting TC clearance once divers complete repairs
- Tow plan to be cleared by TC, and USCG
- Company to order pilot once complete
- ABS, TC, USCG Flag State on scene
- Jeff Brady, Deputy Superintendent ER in Bella Bella as liaison during repairs
- Tug remains boomed and WCMRC in place

Joanne

From: ROC1 / COR1 (DFO/MPO)
Sent: Thursday, November 30, 2017 2:00 PM
To: NCC / CCN (DFO/MPO) <NCC-CCN.XNCR@dfo-mpo.gc.ca>; Bain, Brian <Brian.Bain@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; Heap, David <David.Heap@dfo-mpo.gc.ca>; Watkinson, Stephen <Stephen.Watkinson@dfo-mpo.gc.ca>; Ayres, Bob <Bob.Ayres@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Statham, Art <Art.Statham@dfo-mpo.gc.ca>; Middleton, Andrea <Andrea.Middleton@dfo-mpo.gc.ca>; Bennett, Bob <Bob.Bennett@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Imbeau, Michelle <Michelle.Imbeau@dfo-mpo.gc.ca>; Lawson, Jesse <Jesse.Lawson@dfo-mpo.gc.ca>; Readman, Tristan <Tristan.Readman@dfo-mpo.gc.ca>; Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; Lastik, Darryl <Darryl.Lastik@dfo-mpo.gc.ca>; 'CCGS Bartlett - Commanding Officer' <BartlettCO@bar.ccgs-ngcc.gc.ca>; 'CCGS Bartlett' <BartlettWH@bar.ccgs-ngcc.gc.ca>; Goffic, Jody <Jody.Goffic@dfo-mpo.gc.ca>; JRCC Victoria / CCCS Victoria (DFO/MPO) <Victoria.RCC@dfo-mpo.gc.ca>; Lastik, Darryl <Darryl.Lastik@dfo-mpo.gc.ca>
Subject: Jake Shearer Incident Brief Final

See attached incident brief final.

CCG Western Regional Operations Centre.

Pages 1255 to / à 1264

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pages 1774 to / à 1783

s.19(1)
s.21(1)(b)

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Joy, Nickolas

From: McNish, Joanne
Sent: March-22-18 3:28 PM
To: Joy, Nickolas
Subject: FW: Transport Canada cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to depart for Ketchikan, Alaska - 2017/11/30 at 1200 hours PST

From: McNish, Joanne
Sent: Thursday, November 30, 2017 3:07 PM
To: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Cc: 'Brian wootton (Brian.Wootton@dfo-mpo.gc.ca)' <Brian.Wootton@dfo-mpo.gc.ca>
Subject: FW: Transport Canada cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to depart for Ketchikan, Alaska - 2017/11/30 at 1200 hours PST

Roger,
FYI. TC issued then reversed clearance. TC had concerns with the type of repair approved on site. Requested company drill the ends of crack to relieve pressure.

Divers are returning to location and plans underway.

Joanne

From: Yeung, To For [mailto:ToFor.Yeung@tc.gc.ca]
Sent: Thursday, November 30, 2017 1:13 PM
To: Sitcen HQ / Centre d'intervention AC (TC) <TC.SitcenHQ-CentredinterventionAC.TC@tc.gc.ca>
Cc: Myers, Yvette <yvette.myers@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Jacob, Joshua <Joshua.Jacob@tc.gc.ca>; Stamnes, Nicole <Nicole.Stamnes@tc.gc.ca>; CIV' LT' LT' Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Subject: RE: Transport Canada cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to depart for Ketchikan, Alaska - 2017/11/30 at 1200 hours PST

Correction

Please note that Transport Canada would like to withdraw the clearance (as stated below) and would like to discuss further with ABS Class on the temporary repairs done on the cracks of the tug and barge.

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

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Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

From: Yeung, To For
Sent: Thursday, November 30, 2017 12:28 PM
To: Sitcen HQ / Centre d'intervention AC (TC) <TC.SitcenHQ-CentredinterventionAC.TC@tc.gc.ca>
Cc: Myers, Yvette <yvette.myers@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Jacob, Joshua <Joshua.Jacob@tc.gc.ca>; Stamnes, Nicole <Nicole.Stamnes@tc.gc.ca>; CIV' < LT LT' Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>; Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Subject: Transport Canada cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to depart for Ketchikan, Alaska - 2017/11/30 at 1200 hours PST

Sitcen HQ,

Update on 30 November 2017 at 1200 hours PST

Transport Canada Marine Safety Inspectors completed the final inspection of Tug "Jake Shearer" and Barge "Zidell Marine 277", received and reviewed Diver Report, ABS Class Report and Tow Plan, and cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to proceed to the next port of Ketchikan, Alaska for permanent repairs.

The tug and barge will engage British Columbia Coast Pilots, go through Hecate Strait, Dixon Entrance and drop off the pilots at Triple Island Pilot Station, then proceed to Ketchikan, Alaska.

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

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tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

s.19(1)

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Joy, Nickolas

From: McNish, Joanne
Sent: November-30-17 1:01 PM
To: Yeung, To For
Subject: RE: Transport Canada cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to depart for Ketchikan, Alaska - 2017/11/30 at 1200 hours PST

Thanks John

From: Yeung, To For [mailto:ToFor.Yeung@tc.gc.ca]
Sent: Thursday, November 30, 2017 12:28 PM
To: Sitcen HQ / Centre d'intervention AC (TC) <TC.SitcenHQ-CentredinterventionAC.TC@tc.gc.ca>
Cc: Myers, Yvette <yvette.myers@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Jacob, Joshua <Joshua.Jacob@tc.gc.ca>; Stamnes, Nicole <Nicole.Stamnes@tc.gc.ca>; [redacted] CIV' < [redacted] LT [redacted] LT' [redacted]; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Subject: Transport Canada cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to depart for Ketchikan, Alaska - 2017/11/30 at 1200 hours PST

Sitcen HQ,

Update on 30 November 2017 at 1200 hours PST

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The tug and barge will engage British Columbia Coast Pilots, go through Hecate Strait, Dixon Entrance and drop off the pilots at Triple Island Pilot Station, then proceed to Ketchikan, Alaska.

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

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Joy, Nickolas

From: McNish, Joanne
Sent: November-30-17 12:03 PM
To: Murdock, Philip
Subject: RE: Jake Shearer Incident Brief FINAL (November 30 2017).ppt

Did you adjust – we adjusted in initial summary. That good, and its correct?

From: Murdock, Philip
Sent: Thursday, November 30, 2017 11:50 AM
To: McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Subject: RE: Jake Shearer Incident Brief FINAL (November 30 2017).ppt

Hi Joanne,

Looks good. Verified fuel (on barge) quantity. Thanks

Philip

From: McNish, Joanne
Sent: November-30-17 11:37 AM
To: Murdock, Philip
Subject: Jake Shearer Incident Brief FINAL (November 30 2017).ppt

Phil,
Have a look and provide feedback prior to us sending. This will be final report. TC cleared vessel – although awaiting official word.

joanne

s.21(1)(b)

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Joy, Nickolas

From: McNish, Joanne
Sent: November-30-17 9:25 AM
To: Girouard, Roger
Subject: RE: Regional Orders Update Nov. 29

Clarified this morning with UC. We are all good.

From: Girouard, Roger
Sent: Thursday, November 30, 2017 7:01 AM
To: McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Subject: RE: Regional Orders Update Nov. 29

Command of what? So much education to do...

From: McNish, Joanne
Sent: Wednesday, November 29, 2017 11:00 PM
To: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Subject: Fw: Regional Orders Update Nov. 29

Joanne

Sent by BB

From: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>
Sent: Wednesday, November 29, 2017 10:21 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Cc: Murdock, Philip; Wootton, Brian; McNish, Joanne
Subject: RE: Regional Orders Update Nov. 29

Hello,

Divers and class inspectors have completed their survey/inspection of the tug Jake Shearer and barge Zidell Marine 277. The only noteworthy part of the survey is that divers discovered three 3" cracks at the chine of the hull. It was reported that the divers brushed the hull clear to see the crack, and when they came to the surface shortly after a silver sheen appeared at the surface. The divers applied splash zone (putty) to the cracks. No oil observed since then. This minor issue was discussed within the UC, and calmly noted without greater discussion.

Harley Marine as updated CCG advising that ABS inspection staff are staying onboard the tug this evening, completing their report, and the vessel should be cleared to sail in the morning. They may not sail immediately, as they still await USCG inspectors prior to transiting Alaska waters.

Attached is the pre-identified "triggers" that UC agreed upon to stand-down the ICP/UC (unfortunately I could not scan the signed copy). It is anticipated that theses triggers will be met by 12:00hrs on Nov 30th. If so, WCMRC assets will be demobilized, and the ICP will be stood down. Attached are the hand over notes for TC.

s.16(2)
s.21(1)(b)
s.19(1)
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In regards to CCG, Mike Martens and Greg Swift will be driving back to Richmond, and Helen will be flying Pacific Coastal. I plan to take the CCG Helicopter to Bella Bella, debrief with Heiltsuk, stay the night, and RTB via Pacific Coastal Friday.

In regards to the official/unofficial "handover" to TC, communication is key, up, down and sideways. The Regional Order does say prepare for transfer of command

I arrived to the station to see that industry, OGD's, and Heiltsuk had been welcomed and accommodated by the station's staff. This included a special grocery run for rations and stationary supplies. Wow was I impressed! That said, I cannot forget the professionalism of the Bartlett crew to support the response. Capt. Shuckburgh and I met in the ICP to discuss how the incident unfolded, attached are the debrief notes from that discussion. Most of the comments are ER/Logistics focussed.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-29-17 11:44 AM
To: Brady, Jeff; Murdock, Philip; XPAC CCG RMB; NCC / CCN (DFO/MPO)
Cc: XPAC CCG Supt's All
Subject: Regional Orders Update Nov. 29

On request of the Director of Incident Management:
Updated Regional Orders.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

s.19(1)

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D'sa, Leslie

From: Murdock, Philip
Sent: Thursday, November 30, 2017 2:01 PM
To: Evans, Clay
Subject: Fw: Transport Canada cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to depart for Ketchikan, Alaska - 2017/11/30 at 1200 hours PST

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Sent: Thursday, November 30, 2017 1:12 PM
To: Sitcen HQ / Centre d'intervention AC (TC)
Cc: Myers, Yvette; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Sachdeva, Tejinder; Gomes, Cipriano; Jacob, Joshua; Stamnes, Nicole; [redacted] CIV'; '[redacted] LT'; [redacted] LT'; Wootton, Brian; Murdock, Philip; Brady, Jeff; McNish, Joanne
Subject: RE: Transport Canada cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to depart for Ketchikan, Alaska - 2017/11/30 at 1200 hours PST

Correction

Please note that Transport Canada would like to withdraw the clearance (as stated below) and would like to discuss further with ABS Class on the temporary repairs done on the cracks of the tug and barge.

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

From: Yeung, To For
Sent: Thursday, November 30, 2017 12:28 PM
To: Sitcen HQ / Centre d'intervention AC (TC) <TC.SitcenHQ-CentredinterventionAC.TC@tc.gc.ca>
Cc: Myers, Yvette <yvette.myers@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Jacob, Joshua <Joshua.Jacob@tc.gc.ca>; Stamnes, Nicole <Nicole.Stamnes@tc.gc.ca>; [redacted] CIV' <[redacted] LT' <[redacted] Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>; Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Subject: Transport Canada cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to depart for Ketchikan, Alaska - 2017/11/30 at 1200 hours PST

Sitcen HQ,

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Update on 30 November 2017 at 1200 hours PST

Transport Canada Marine Safety Inspectors completed the final inspection of Tug "Jake Shearer" and Barge "Zidell Marine 277", received and reviewed Diver Report, ABS Class Report and Tow Plan, and cleared the Tug "Jake Shearer" and Barge "Zidell Marine 277" to proceed to the next port of Ketchikan, Alaska for permanent repairs.

The tug and barge will engage British Columbia Coast Pilots, go through Hecate Strait, Dixon Entrance and drop off the pilots at Triple Island Pilot Station, then proceed to Ketchikan, Alaska.

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

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Dait, Haydee

From:
Sent: 2017–November-30 7:54 AM
To: Brady, Jeff; john.kervel@gov.bc.ca
Subject: Demob Plan - Signed
Attachments: Demob Plan.pdf

For your records.

Email:
Direct:
Fax:

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation •

This message is confidential. It may also be privileged or otherwise protected by work product immunity or other legal rules. If you have received it by mistake, please let us know by e-mail reply and delete it from your system; you may not copy this message or disclose its contents to anyone. Please send us by fax any message containing deadlines as incoming e-mails are not screened for response deadlines. The integrity and security of this message cannot be guaranteed on the Internet.

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Requirements for the demobilisation of the Port Hardy ICP and UC:

- Completion of the inspection (ABS/Class)
- Completion of the dive survey, confirming the vessel's hull is seaworthy
- Transport Canada releasing the vessels Jake Shearer and Zidell 277
- Confirming the pollution threat/concerns have been mitigated
- Written confirmation from Harley Marine Services that both (ABS/Class & Haul) inspections are complete, and that the vessels no longer pose a threat to discharge.
- Harley Marine Services Inc. provide details of planned transit route from Norman Morrison Bay
- Communication to the local community and stakeholders regarding the vessel sailing has been complete.
- Transfer of Command from Port Hardy UC to the regulatory lead agency Transport Canada

[redacted]

Harley

Harvey Marine (RPIC)

Canadian Coast Guard (FIC)

Heiltsuk (FNIC)

Provincial Ministry of Environment

[redacted]

Nov 29th, 2017

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1. Incident Name	2. Operational Period (Date / Time)	STATUS CHANGE ICS 210-OS
Goose Island S-17-0011	From: November 29, 2017 / 06:00 To: Nov 29, 2017 / 18:00	

3. Personnel / Resource Name or I.D. WCMRC Assets (see below)

4. New Status

☐ Available / Staged ☑ Assigned Demobilization ☐ Out of Service

5. FROM Location or Status	6. TO Location or Status
Standing by to Goose Island Incident	Demobilization to homeport and response readiness

7. Time of Location / Status Change

11/29/2017 15:15

8. Comments

The following WCMRC/contracted assets are to be stood down and demobilized pending Unified Command approval:
- Eagle Bay w/crew (standing by @ Norman Morrison Bay)
- Sentinel 101 boom skiff
- Containment boom surrounding tug Jake Shearer (originating from WCMRC Shearwater equipment cache)
- WCMRC staff at Port Hardy ICP

9. Prepared by:	Date / Time
Resource Unit	November 29, 2017 / 15:15
10. Processed by: (Resource Unit)	**Date / Time**

s.19(1)
s.21(1)(b)

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Dait, Haydee

From: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Sent: 2017–November-30 10:22 AM
To: Lettau, Rhona; Murdock, Philip
Cc: Brady, Jeff; McNish, Joanne; ROC Planning Officer / agent de planification COR (DFO/MPO)
Subject: RE: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

Absolutely agree.

[redacted]

Andrea

From: Lettau, Rhona
Sent: 2017–November-30 10:05 AM
To: Murdock, Philip; Main Ops Officer / Agent principal des Ops (DFO/MPO); Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Cc: Brady, Jeff
Subject: RE: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

Yes, that would be good.

From: Murdock, Philip
Sent: November-30-17 10:03 AM
To: Main Ops Officer / Agent principal des Ops (DFO/MPO); Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Cc: Lettau, Rhona; Brady, Jeff
Subject: FW: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

Hi,

[redacted]

I'd like to discuss together (Jeff, Rhian, Andrea, Rhona and I) next week to develop a revised template and direction for the Alerting Desk folks to utilize. Thoughts?

Philip

From: ROC1 / COR1 (DFO/MPO)
Sent: November-29-17 6:22 PM
To: Haubert, Marie-Christine; Macdonald, Ron; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; Williams, Susan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #9

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SITREP #9 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   WESTERN / TUG JAKE SHEARER
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 29 NOV 2017 / 1620 PST

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/

6. Regional Location:
   a. Province/Territory:
   BRITISH COLUMBIA
   b. City: N/A
   c. Amplifying location details (as required):
      QUEEN CHARLOTTE SOUND – GOOSE ISLAND
7. Current Situation:

At 1620 PST, 29 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. AT 1830 PST, CREW FROM THE BARGE WAS ABLE TO DEPLOY AN ANCHOR FROM THE BARGE. THE BARGE IS CURRENTLY ANCHORED AND HOLDING POSITION .5 NM WEST OF GOSLING ROCKS. CCGS GORDON REID ARRIVED ON SCENE AT 1940 PST. WILL STANDBY FOR SAFETY OF 2 CREW MEMBERS ON BARGE. CCGC CAPE ST. JAMES ARRIVED ON SCENE . TUG NORMA H NOW PROCEEDING TO SCENE. ETA 0400 PST. TUG GULF CAJUN INTENDS TO DROP BARGE IN BELLA BELLA AND ALSO PROCEED TO SCENE. NO ETA AT THIS TIME. CCGC CAPE ST. JAMES STANDING DOWN. TUG GULF CAJUN PASSED TOW OF DANGEROUS GOODS TO NORMA H AND HAS NOW TAKEN OVER AS THE PRIMARY RESPONSE TUG. GULF CAJUN CURRENTLY ON SCENE WITH THE BARGE, ATTACHING TOW LINE. CCGS GORDON REID AND JAKE SHEARER STANDING BY. UPDATE TO FOLLOW. GULF CAJUN SEEKING DIRECTION ON DESTINATION FOR BARGE. TUG GULF CAJUN NOW ABEAM IVORY ISLAND, SEAFORTH CHANNEL, WITH BARGE IN TOW. CCGS GORDON REID AND TUG JAKE SHEARER ACCOMPANYING TO NORMAN MORRISON BAY. ALL VESSELS NOW IN SHELTERED WATERS. SAR OPERATIONS CONCLUDED. JACK SHEARER, AND GULF CAJUN ARE ANCHORED IN NORMAN MORISON BAY WITH THE BARGE. PRECAUTIONARY BOOM AROUND JACK SHEARER. GORDON REID RUNNING WEATHER COURSES OVERNIGHT IN RAYMOND PASSAGE. CURRENTLY NO CHANGE IN THE POSITION OF THE BARGE. TWO TRANSPORT CANADA SAFETY INSPECTORS ARE NOW ONBOARD CONDUCTING AN INSPECTION. STANDBY FOR DAILY UPDATE TOMORROW MORNING. CURRENT ACTIONS CONTINUE TO BE TO INSPECT THE TUG AND BARGE, MONITOR STABILITY AND COOPERATE WITH ALL STAKEHOLDERS INVOLVED WITH THIS INCIDENT. THE SITUATION IS STABLE AND RESOURCES ARE STARTING TO LEAVE IN ANTICIPATION THAT ENVIRONMENTAL RISK IS MINIMAL AND THE TUG AND BARGE WILL LIKELY BE TRANSITING SOUTH SOON. DIVERS ARE IN THE WATER RIGHT NOW CONTINUING THEIR INSPECTION. HELTSUK 1ST NATION OBSERVER ABOARD THE GORDON REID WILL BE DEPARTING AT 1730 PST TODAY. ICP IN PORT HARDY WILL STAY ACTIVE FOR NOW UNTIL AT LEAST TOMORROW. CCG ER WILL

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START TO DEMOBILISE ON SITE HOWEVER WILL CONTINUE TO SUPPORT THE OPERATION IN FULL.

8. Actions Taken:

ER VICTORIA: - 1515L ENVIRONMENTAL RESONSE ACCEPTS TRANFER OF COMMAND FROM JRCC.

EQUIPMENT TRAILERS FROM SEA ISLAND AND VICTORIA DEPOT STAGED IN PORT HARDY

BARTLETT ETA PORT HARDY 0700L NOVEMBER 28

JRCC Victoria: Gordon Reid tasked. ON SCENE.

Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.

No eta at this time. Barge dropped and enroute. Eta 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.

Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.

District 17 (USCG) to look into air launched tow assist kits. Will advise. AVAILABLE IF REQUIRED BUT WOULD TAKE AT LEAST 7 HOURS TO ARRIVE.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

AWAITING ARRIVAL OF CAPABLE TUG. BARGE TO BE TOWED TO SAFE REFUGE, UPCOMING WEATHER A LARGE FACTOR IN CHOICE. DESTINATION TO BE DISCUSSED. TUG AND BARGE TO BE ANCHORED IN NORMAN MORRISON BAY WHERE INSPECTION OF VESSELS TO TAKE PLACE.
TC INSPECTORS ARRIVING ON SCENE TOMORROW. CG HELICOPTER BRINGING ADDITIONAL PERSONNEL TO THE SCENE FROM PORT HARDY, UNIFIED COMMAND ESTABLISHED WITH IC's FROM CCG, BC MOE, HEILTSUK NATION, AND RESPONSIBLE PARTY HARLEY MARINE. INTEND ICP TO COMMECE OPERATIONS NOVEMBER 28 0700. TC INSPECTORS ARE ONSCENE AND CONTINUE TO INSPECT THE VESSEL AND BARGE WITH DIVERS CURRENTLY IN THE WATER. THE BARGE AND TOWING VESSEL WILL PROBABLY LEAVE IN NEXT DAY SUBJECT TO TC AND USCG INSPECTIONS. INTENT IS FOR COAST GUARD ER TO PASS LEAD TO TRANSPORT CANADA TOMORROW.

11. Environmental Factors:

Pollution potential if barge goes aground.
Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor. THERE IS APPROXIMATELY 13.3 MILLION LITRES IN THE BARGE. DISCREPENCY ADDRESSED IN 1600 PST TELECONFERENCE TODAY.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC VICTORIA LEADING CASE UNTIL ER EOC STOOD UP AND 2 CREW HAVE BEEN EVACUATED FROM BARGE. CASE TO BE HANDED OVER TO ENVIRONMENTAL RESPONSE WHEN SAFETY OF CREW ON BARGE CONFIRMED AND BARGE IS SECURELY UNDER TOW AND AWAY FROM SHORE. ALL INVOLVED VESSELS NOW IN SHELTERED WATERS. CASE BEING HANDED OVER TO ENVIRONMENTAL RESPONSE. CCG ER HAS ASKED THAT HARLEY MARINE PROVIDE A METHOD OF TOWING PLAN AND DISCUSS IT WITH TC AND CG BEFORE DEPARTURE.

16. Command Assessment:

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17. Next SITREP will be provided at : 1800 PST NOVEMBER 30

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

Pages 1280 to / à 1283
are withheld pursuant to sections
sont retenues en vertu des articles

21(1)(b), 19(1)

of the Access to Information Act
de la Loi sur l'accès à l'information

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Dait, Haydee

From: Murdock, Philip
Sent: 2017–November-30 11:24 AM
To: Brady, Jeff
Subject: FW: For tomorrow

For your awareness.

Philip Murdock

From: Evans, Clay
Sent: November-30-17 11:20 AM
To: Ivany, Gary; McNish, Joanne; Wootton, Brian; Murdock, Philip
Cc: Girouard, Roger; Tasker, Paul
Subject: RE: For tomorrow

Hello,

Here's the basic time-line from the JRCC Victoria SAR log with an emphasis on tug allocation.

Initial tasking was for the tug *Norma H* (2000 HP) to transfer tow to tug *Ocean Clipper* and proceed to the scene.

Once availability of southbound tug *Gulf Cajun* (4600 HP) was identified both JRCC and Master of *Norma H* (as well as Harley Marine) felt that this would be the most capable platform to tow the disabled fuel barge given HP and sea conditions. There was some discussion about leaving the Gulf Cajun's barge at Shearwater/Bella Bella which never came to fruition but at no time was the *Gulf Cajun's* southbound progress delayed.

Norma H proceeded north to rendezvous with *Gulf Cajun* and take its tow and *Gulf Cajun* proceeded to the scene.

Please advise if you require any additional details?

Regards,

Clay

Following are timelines of taskings according to the log for case V2017-3090 (times in PST)

27/1543 – JRCC notified of fuel barge Zidell 277 breaking free from Tug Jake Shearer. CCGS Gordon Reid tasked to proceed to location of barge.

27/1549 – Tug North Arm Prowler tasked to assist.

27/1550 – Inquired with Tug Norma H, towing a barge, if possible to drop barge and proceed to assist.

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27/1606 – Environmental Response briefed on situation. Advised Tugs Norma H and North Arm Prowler have been tasked to assist.

27/1622 – Tug Ocean Clipper advised JRCC that he could take tow from Norma H. Norma H eta to Zidell 277 now approx. 6 hrs.

27/1706 – Comms with District 17 (USCG) regarding droppable Towing Kit. Delivery time at least 7 hours.

27/1825 – Tug Gulf Cajun advised JRCC that trying to unload dangerous cargo barge and assist.

27/1945 – CCGS Gordon Reid on scene.

27/1948 – Tug Gulf Cajun 35 nm from incident. In comms with Jake Shearer.

27/2135 – Tug Earl Redd tasked from Seattle to assist with recovery.

27/2347 – Tug Gulf Cajun advised will transfer his dangerous goods barge to Norma H, as he is better suited to tow the Zidell 277.

28/0352 – Tug Norma H takes barge from Tug Gulf Cajun.

28/0747 – Tug Gulf Cajun on scene.

28/0855 – Tug Gulf Cajun advised Zidell 277 now in tow.

From: Ivany, Gary
Sent: November-30-17 6:58 AM
To: McNish, Joanne; Wootton, Brian; Murdock, Philip; Evans, Clay
Subject: Re: For tomorrow

Thanks, he asked this morning so I just wanted to close the loop.

Will stby for response.

Much appreciated

Gary

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: McNish, Joanne
Sent: Thursday, November 30, 2017 9:46 AM
To: Wootton, Brian; Ivany, Gary; Murdock, Philip; Evans, Clay
Subject: Re: For tomorrow

This is in hand. Initiated through Roger from Commissioner last night. Clay's on it.

Joanne

Sent by BB

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From: Wootton, Brian
Sent: Thursday, November 30, 2017 6:41 AM
To: Ivany, Gary; Murdock, Philip; Evans, Clay
Cc: McNish, Joanne
Subject: Re: For tomorrow

Good morning Gary...I'm in Tofino /Ahousaht today on FN engagement...spotty internet...asking Phil to work with Clay on this today.

For your SA Gulf Cajun had hazardous cargo on her tow, she was by no means an automatic relief tug during the SAR case...JRCC worked with two different ship owners to
Try and free one or both possible rescue tugs up so that they could proceed to Jake Shearer...

Ultimately smaller of two rescue tugs had to run a great distance into Rivers Inlet to safely hand over its tow. That tug then became relief for Gulf Cajun. Both rescue tugs more than 50 miles apart...

CCG not legally in position at any point to direct either tug to let go tows unsafely....

Timeline to follow...

BW
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Ivany, Gary
Sent: Thursday, November 30, 2017 6:25 AM
To: Wootton, Brian
Cc: McNish, Joanne
Subject: FW: For tomorrow

Brian,

Can we get timelines/logs for the Gulf Cajun for the CO.

Not sure if Roger already asked – if so, don't want to double ask but need to get back to CO.

Thanks

Gary

From: Hutchinson, Jeffery
Sent: Wednesday, November 29, 2017 9:11 PM
To: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Cc: Hill, Johanna <Johanna.Hill@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>
Subject: For tomorrow

Roger, do we have an event Timeline that we could share with HN? They suggested that Gulf Cajun had a chance to help much earlier - stood down and then re-engaged hours later. Do you have more info?

No information has been removed or severed from this page
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Sent from my BlackBerry 10 smartphone on the Rogers network.

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-30 12:40 PM
To: Bowman Harvey
Subject: Re: 1400 call in
Attachments: Image-1.png

See image below/attached.



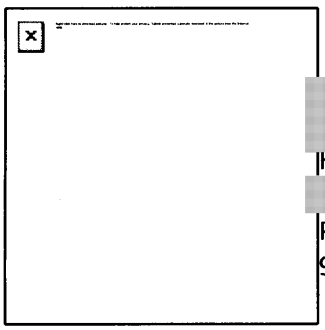
Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

On Thu, Nov 30, 2017 at 12:25 PM -0800, [redacted] wrote:

Jeff, please provide call in number

[redacted]



[redacted]
Harley Marine Services
[redacted]
P: [redacted]
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

s.16(2)

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Description

You are requested to attend a teleconference at 1400 PST, November 230, 2017 regarding the 'Jake Shearer.'

Please dial 1-877-413-4781 and use conference ID [redacted] when prompted.

Please respond to this email to confirm you are able to attend.

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Dait, Haydee

From: Brady, Jeff
Sent: 2017–November-30 1:05 PM
To: Main Ops Officer / Agent principal des Ops (DFO/MPO); [redacted]
Kervel, John ENV:EX (John.Kervel@gov.bc.ca); [redacted]
Cc: Murdock, Philip; Wootton, Brian
Subject: Final Sit-Rep - Goose Island ICP
Attachments: ICS 209 Situation Summary 11.30.17.pdf

Hello,

Please see final Situation Report from the ICP attached.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

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1. Incident Name	2. Operational Period (Date / Time)	INCIDENT STATUS SUMMARY ICS 209-CG
Goose Island - 2017	From: To: Time of Report November 30th - 0900	

3. Type of Incident

	Oil Spill	☐	HAZMAT	☐	AMIO
☐	SAR/Major SART	☐	SI/Terrorism	☐	Natural Disaster
	Marine Disaster	☐	Civil Disturbance	☐	Military Outload
☐	Planned Event	☐	Maritime HLS/Prevention	☐	

4. Situation Summary as of Time of Report:

The divers and Class ABS completed their survey of the tug Jake Shearer and barge Zidell Marine 277 at approximately 20:30 hours on Nov 29th. Minor damage to the barge and tug were noted, including a bent gangway securing brackets and one fuel tank sounding pipe, a crack on windlass bottom bracket, and dents at anchor leading bracket. They also reported three cracks on port side forward of the Jake Shearer, which have been patched up by the divers and the vessel and class are closely monitoring the soundings.

CCGS Bartlett and Gordon Reid will be returning to program work (SAR/MNS), and the Bella Bella Life Boat (Cape St James) will remain tasked to support the incident. CCG Environmental Response crews will return to their appropriate bases. The CCG helicopter will be conducting a final overflight of Norman Morrison Bay with CCG and Heilsuk the morning of Nov 30th.

WCMRC assets will be returning the containment boom to Shearwater, and the vessels will be returning to base.

Environmental Unit: (Participants within the EU were Heiltsuk Nation, Harley Marine Services, Federal Government and the Provincial Government)

- Completion of the ICS 232 for Norman Morrison Bay was developed for a potential worst case scenario failure of both the Jake Shearer and Zidell 277

The Environmental Unit has completed their task and will also be stood down upon completion of the demobilization criteria.

The Incident Command Post in Port Hardy will be stood down the morning of Nov 30th, and all personnel will be returning to their respective bases.

5. Future Outlook/Goals/Needs/Issues:

Transport Canada will be working with Class ABS and Harley Maine to develop and approve the tug and barges tow plan.

There will be another check-in teleconference on Nov 30th at 1400.

s.19(1)

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Dait, Haydee

From: [redacted]
Sent: 2017–November-30 5:12 PM
To: [redacted] Brady, Jeff; john.kervel@gov.bc.ca
Subject: 214a from Today
Attachments: ICS 214a 11.30.17.pdf

For records.

[redacted]

Email: [redacted]
Direct:
Fax:

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corporation •

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s.19(1)

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1. Incident Name: Goose Island	2. Operational Period (Date / Time): From: Nov 30, 2017 / 06:00 To: Dec 1, 2017 / 06:00	INDIVIDUAL LOG ICS 214a-OS
3. Individual Name: [redacted] & [redacted]	4. ICS Section: Ops	5. Assignment / Location: ICP - Port Hardy

6. Activity Log — Page of

Time	Major Events
0700	Arrive at ICP
0800	UC Teleconference; reported that the temporary repair satisfactorily minimized the threat of discharge; planned for further meeting at 1400
1047	Departed Port Hardy for Campbell River; Heading to contractor office to partake in 1400 meeting and finish paper work
1315	Arrived at contractor office
1400	UC Teleconference; reported that TC failed the Jake Shearer patch; [redacted] and [redacted] returned to standby - awaiting direction in Campbell River
1400	WCMRCs resources remain on site until cleared for demob; RP mobilizing corrective resources as per TC; inspector on the way
1433	Sent WCMRC ICS paperwork to UC; continue to collect / sign / submit paperwork

7. Prepared by: [redacted] Date / Time: November 30, 2017 / 16:10

INDIVIDUAL LOG June 2000 ICS 214a-OS

Record all personal activity --> Supervisor at end of shift --> Documentation Unit

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INDIVIDUAL LOG (ICS FORM 214a-OS)

Special Note. This optional ICS form 214a-OS is a log for individual use, and ICS form 214-OS is designed to log activities for an entire unit.

Purpose. The Individual Log, while not required, records details of each individual's activities. These logs provide a basic reference from which to extract information for inclusion in any after-action report.

Preparation. An Individual Log can be initiated and maintained by each member of the ICS. Completed logs are forwarded to supervisors who provide copies to the Documentation Unit.

Distribution. The Documentation Unit maintains a file of all Individual Logs. The original of each log MUST be submitted to the Documentation Unit.

Item #	Item Title	Instructions
1.	Incident Name	Enter the name assigned to the incident.
2.	Operational Period	Enter the time interval for which the form applies. Record the start and end date and time.
3.	Individual Name	Enter the name of the individual.
4.	ICS Section	Enter the ICS Section to which the individual is assigned.
5.	Assignment/Location	Enter the assignment or location for the individual.
6.	Activity Log	Enter the time and briefly describe each significant occurrence or event (e.g., task assignments, task completions, injuries, difficulties encountered, etc.)
7.	Prepared By	Enter name and title of the person completing the log. Provide log to immediate supervisor, at the end of each operational period.
	Date/Time	Enter date (month, day, year) and time prepared (24-hour clock).

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–November-30 6:07 AM
To: Brady, Jeff; ROC Planning Officer / agent de planification COR (DFO/MPO)
Cc: Murdock, Philip; McNish, Joanne
Subject: Re: Regional Orders Update Nov. 29

Excellent back brief Jeff thankyou. Fully support.

Philip please focus on outreach to TC this morning in order to better understand ABS and diver findings. What is extent of damage observed and what does it mean for seaworthiness? Do they confirm the associated timeline that UC is now working with? Are USCG likely to specify further requirements?

Thankyou all.

BW

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Brady, Jeff
Sent: Wednesday, November 29, 2017 10:21 PM
To: ROC Planning Officer / agent de planification COR (DFO/MPO)
Cc: Murdock, Philip; Wootton, Brian; McNish, Joanne
Subject: RE: Regional Orders Update Nov. 29

Hello,

Divers and class inspectors have completed their survey/inspection of the tug Jake Shearer and barge Zidell Marine 277. The only noteworthy part of the survey is that divers discovered three 3" cracks at the chine of the hull. It was reported that the divers brushed the hull clear to see the crack, and when they came to the surface shortly after a silver sheen appeared at the surface. The divers applied splash zone (putty) to the cracks. No oil observed since then. This minor issue was discussed within the UC, and calmly noted without greater discussion.

Harley Marine as updated CCG advising that ABS inspection staff are staying onboard the tug this evening, completing their report, and the vessel should be cleared to sail in the morning. They may not sail immediately, as they still await USCG inspectors prior to transiting Alaska waters.

Attached is the pre-identified "triggers" that UC agreed upon to stand-down the ICP/UC (unfortunately I could not scan the signed copy). It is anticipated that theses triggers will be met by 12:00hrs on Nov 30th. If so, WCMRC assets will be demobilized, and the ICP will be stood down. Attached are the hand over notes for TC.

In regards to CCG, Mike Martens and Greg Swift will be driving back to Richmond, and Helen will be flying Pacific Coastal. I plan to take the CCG Helicopter to Bella Bella, debrief with Heiltsuk, stay the night, and RTB via Pacific Coastal Friday.

In regards to the official/unofficial "handover" to TC, communication is key, up, down and sideways. The Regional Order does say prepare for transfer of command,

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[redacted] I arrived to the station to see that industry, OGD's, and Heiltsuk had been welcomed and accommodated by the station's staff. This included a special grocery run for rations and stationary supplies. Wow was I impressed! That said, I cannot forget the professionalism of the Bartlett crew to support the response. Capt. Shuckburgh and I met in the ICP to discuss how the incident unfolded, attached are the debrief notes from that discussion. Most of the comments are ER/Logistics focussed.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-29-17 11:44 AM
To: Brady, Jeff; Murdock, Philip; XPAC CCG RMB; NCC / CCN (DFO/MPO)
Cc: XPAC CCG Supt's All
Subject: Regional Orders Update Nov. 29

On request of the Director of Incident Management:
Updated Regional Orders.

Rhian

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

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Dait, Haydee

From: ENV EEP Incident Commander ENV:EX <ic.eep@gov.bc.ca>
Sent: 2017–November-30 8:26 AM
To: Brady, Jeff

Environmental Unit:

* Completion of the ICS 232 for Norman Morrison Bay.
* The ICS 232 was developed for a catastrophic failure of both the Jake Shearer and Zidell 277.
* Participants within the EU were Heiltsuk Nation, Harley Marine Services, Federal Government and the Provincial Government.

The Environmental Unit has completed their task and will also be stood down upon completion of the demobilization criteria.

Sent from my iPhone

s.19(1)
s.21(1)(b)
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Dait, Haydee

From: Brady, Jeff
Sent: 2017-November-30 9:33 AM
To: Imbeau, Michelle
Subject: Re: Latest BC MOE web report - review

I believe TC will only be reviewing the tow plan, as I don't believe they "approve" plans.

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

On Thu, Nov 30, 2017 at 9:28 AM -0800, "Imbeau, Michelle" <Michelle.Imbeau@dfo-mpo.gc.ca> wrote:

Any concerns? No references to CCG.

From: Griffin, Ebony ENV:EX [mailto:Ebony.Griffin@gov.bc.ca]
Sent: November-30-17 9:07 AM
To: [redacted] 'jillian.glover@tc.gc.ca'; 'Michelle Ward'; Imbeau, Michelle; [redacted] Bate, Dan
Cc: 'cao@ccrd-bc.ca'; 'cedo@ccrd-bc.ca'
Subject: Latest BC MOE web report

Good morning everyone,

I updated the web report to include information from this morning's coordination call:

November 30, 2017 - 8:40 am

The divers completed their underwater inspection last night (November 29, 2017) . Classification specialists have also completed their inspections.

The inspections to the *Jake Shearer* tug revealed three cracks on the port side forward. These cracks were temporarily patched by the divers. Soundings and overnight observations of the affected tanks indicate the patches are holding. Harley Marine Services will have two weeks to make permanent repairs to both vessels.

Transport Canada inspectors are en route to the vessel this morning to review the inspection reports and approve the vessel for transit. A U.S. inspector is en route to complete their inspection and give permission for both vessels to re-enter American waters.

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Harley Marine Services is currently working on a tow plan. This plan will be submitted to Transport Canada for approval before the vessels get underway.

Correction: The *Jake Shearer* tug and fuel barge are carrying a combined total of approximately 12.4 million L of gas and diesel fuel. They were originally reported to be carrying approximately 3.5 million L of fuel. This number was mistakenly understood in litres instead of gallons.

No further updates are expected unless the situation deteriorates.

I'd like to post this as soon as possible. Please let me know if you'd like any changes to made.

Thanks,

BRITISH COLUMBIA
Ministry of Environment and Climate Change Strategy

Ebony Griffin
Information Officer

Environmental Emergency Program
Ministry of Environment & Climate Change Strategy
Phone: (778) 698-4931 | Cell: (778) 678-0513 |
Email: ebony.griffin@gov.bc.ca

Report a spill: 1-800-663-3456

From: [redacted]
Sent: Thursday, November 30, 2017 8:39 AM
To: Griffin, Ebony ENV:EX
Cc: Michelle Ward; Michelle.Imbeau@dfo-mpo.gc.ca; [redacted] Dan Bate; cao@ccrd-bc.ca; cedo@ccrd-bc.ca; jillian.glover@tc.gc.ca
Subject: Re: BC MOE web report

Thank-you Ebony

[redacted]

[redacted] Head Office: 206-3500 Gilmore Way, Burnaby, B.C. V5G 0B8

Western Canada Marine Response Corp

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> On Nov 30, 2017, at 8:04 AM, Griffin, Ebony ENV:EX <Ebony.Griffin@gov.bc.ca> wrote:
>
> Please see clarification below...
> Thanks, Michelle. I'll be sure to make that edit before posting.
>
> - Ebony
>
> [redacted]

s.16(2)
s.19(1)
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> On Nov 30, 2017, at 6:49 AM, Michelle Ward < [redacted] wrote:
>
> Hi Ebony - 13.3 million litres was the total capacity on board, not the total on board. The total on board was 12.4 million litres.
>
> Michelle Ward
> [redacted]
> NATIONAL Public Relations
> T [redacted]
> C [redacted]
> www.national.ca<http://www.national.ca/default.aspx>
>
> Unauthorized use of this email is prohibited. To unsubscribe from future commercial electronic messages go to http://www.national.ca/Subscribe.aspx
>
> On Nov 29, 2017, at 7:41 PM, Griffin, Ebony ENV:EX <Ebony.Griffin@gov.bc.ca<mailto:Ebony.Griffin@gov.bc.ca>> wrote:
>
> Hi everyone,
>
> Here is the latest BC MOE web report draft:
>
>
> November 29, 2017 - 5:10 pm
>
>
> The divers have arrived on scene and have begun their inspection of the hull below the waterline. Classification specialists are due to arrive in Bella Bella this evening to conduct their inspection. A U.S. inspector is en route to provide the necessary inspections to clear the tug and barge for re-entry to American waters.
>
>
> Pending successful inspection results, the preventative booming will be removed from around the Jake Shearer tug.
>
>
> Correction: The Jake Shearer tug and fuel barge are carrying a combined total of approximately 13.3 million L of gas and diesel fuel. They were originally reported to be carrying approximately 3.5 million L of fuel. This number was mistakenly understood in litres instead of gallons. 3.5 million gallons is approximately 13.3 million L.
>
>
> The next update will be provided as soon as new information becomes available. ?
>
>
>
> Let me know if you think any changes should be made.
>
> Thanks,
>
> - Ebony
>

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Dait, Haydee

From: [redacted]
Sent: 2017–November-30 4:17 PM
To: [redacted] Brady, Jeff; [redacted]
Subject: ICS 204 - Eagle Bay Dec 1.pdf
Attachments: ICS 204 - Eagle Bay Dec 1.pdf

Hello all,

Please disregard the previous 204's, here is the corrected form.

[redacted] Nanaimo

Email: [redacted]
Direct: [redacted]
Fax: (250) 746-9447

WCMRC
Western Canada Marine Response Corporation

Western Canada Marine Response Corp • Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

This message is confidential. It may also be privileged or otherwise protected by work product immunity or other legal rules. If you have received it by mistake, please let us know by e-mail reply and delete it from your system; you may not copy this message or disclose its contents to anyone. Please send us by fax any message containing deadlines as incoming e-mails are not screened for response deadlines. The integrity and security of this message cannot be guaranteed on the Internet.

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1. Incident Name	2. Operational Period (Date / Time)	ASSIGNMENT LIST ICS 204-OS
S-17-0011 Goose Island	From: December 1, 2017 / 05:30 To: Dec 2, 2017 / 15:30	

3. Branch	4. Division/Group
On Water Recovery	Eagle Bay

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	[redacted]	WCMRC	[redacted]
Branch Director:			
Division/Group Supervisor:	[redacted]	WCMRC	[redacted]

6. Resources Assigned This Period — "X" indicates 204a attachment with special instructions

Strike Team / Task Force / Resource Identifier	Leader	Contact Info. #	# of Persons	Notes / Remarks	
Eagle Bay	[redacted]		4		☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Assignments

Eagle Bay to maintain station at the casualty during daylight hours and respond to any release. Take portable skimmer to allow skimming in the containment boom. Recovered product to be contained in a seaslug, Shearwater Marines pumper truck or in Harley Marine vessels. Contact info for Shearwater Marine [redacted]

8. Special Instructions for Division / Group

9. Communications (radio and / or phone contact numbers needed for this assignment)

Name / Function	Radio: Freq. / System / Channel	Phone	Pager
CCG Cape St James/On Scene Commander	VHF 16		
[redacted]	UHF 3		

Emergency Communications

Medical CCG Gordon Reid Evacuation CCG Gordon Reid Other

10. Prepared By:	Date / Time	11. Approved By:	Date / Time
[redacted]	November 30, 2017 / 16:16		

ASSIGNMENT LIST June 2000 ICS 204-OS

Resources Unit --> Documentation Unit --> Planning Section

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ASSIGNMENT LIST (ICS FORM 204-OS)

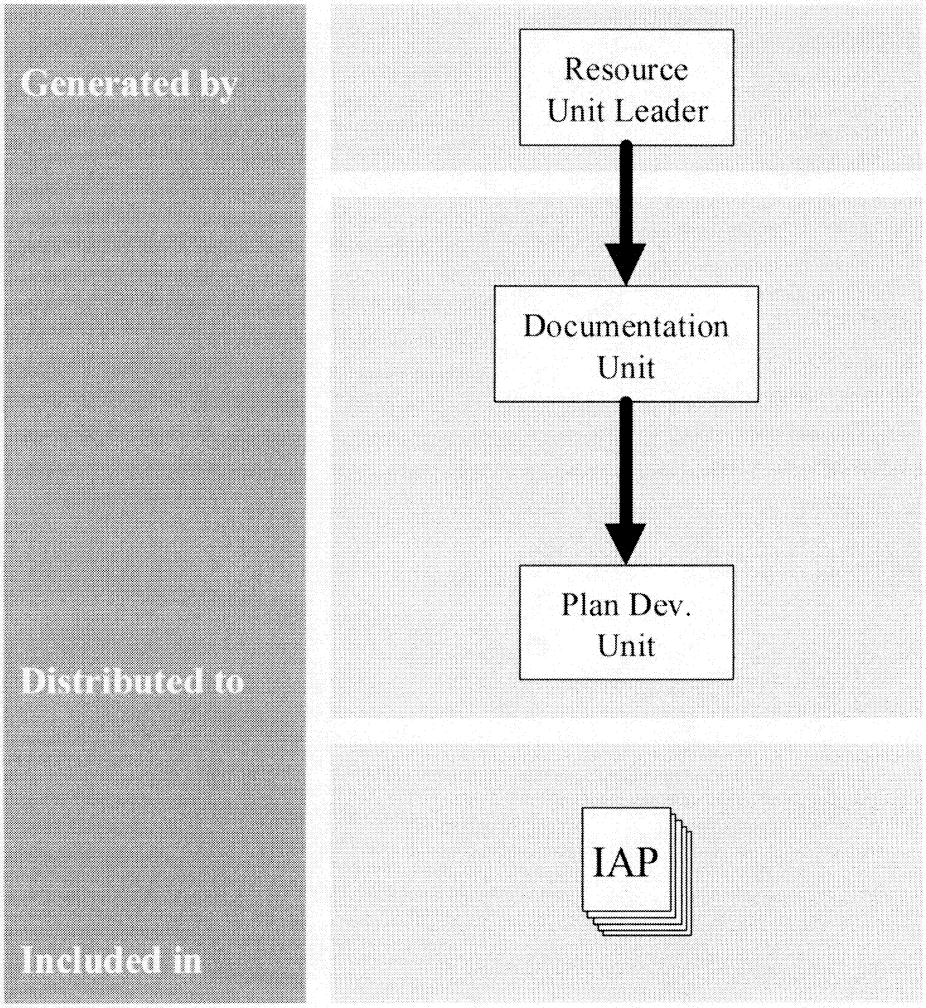
Special Note. The Assignment List, ICS form 204-OS submits assignments at the level of Divisions and Groups. The Assignment List Attachment, ICS form 204a-OS shows more specific assignment information, if needed. The need for an ICS form 204a-OS is determined by the Planning and Operations Section Chiefs during the Operational Planning Worksheet (ICS form 215-OS) development.

Purpose. The Assignment List(s) informs Division and Group supervisors of incident assignments. Once the assignments are agreed to by the Unified Command and General Staff, the assignment information is given to the appropriate Divisions and Groups.

Preparation. The Assignment List is normally prepared by the Resources Unit, using guidance from the Incident Objectives (ICS form 202-OS), Operational Planning Worksheet (ICS form 215-OS), and the Operations Section Chief. The Assignment List must be approved by the Planning Section Chief. When approved, it is included as part of the Incident Action Plan (IAP). Specific instructions for individual Task Forces / Strike Teams may be entered on an ICS form 204a-OS for dissemination to the field, but not included in the IAP.

Distribution. The Assignment List is duplicated and attached to the Incident Objectives and given to all recipients of the Incident Action Plan. In some cases, assignments may be communicated via radio/telephone/fax.

All completed original forms MUST be given to the Documentation Unit.



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Dait, Haydee

From:
Sent: 2017–November-30 4:31 PM
To:
Cc: Brady, Jeff;
Subject: Re: ICS 204 - Eagle Bay Dec 1.pdf

who will be creating the 204?
Regards

North Coast: 101 Drydock Road, Prince Rupert, B.C. V8J 1A4

Western Canada Marine Response Corporation

Please consider the environment before printing this email

On Nov 30, 2017, at 4:16 PM, wrote:

> Hello all,
>
> Please disregard the previous 204's, here is the corrected form.
>
> Nanaimo
>
> Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9
>
> Western Canada Marine Response Corp
>
> Please consider the environment before printing this email
>
> <ICS 204 - Eagle Bay Dec 1.pdf>

s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	ASSIGNMENT LIST ICS 204-OS
S-17-0011 Goose Island	From: November 30, 2017 / 05:30 To: Nov 30, 2017 / 17:30	

3. Branch	4. Division/Group
On Water Recovery	Eagle Bay

5. Operations Personnel

	Name	Affiliation	Contact # (s)
Operations Section Chief:	[redacted]	WCMRC [redacted]	
Branch Director:			
Division/Group Supervisor:	[redacted]	WCMRC [redacted]	

6. Resources Assigned This Period — "X" indicates 204a attachment with special instructions

Strike Team / Task Force / Resource Identifier	Leader	Contact Info. #	# of Persons	Notes / Remarks	
Eagle Bay	[redacted]	[redacted]	4		☐
					☐
					☐
					☐
					☐
					☐
					☐

7. Assignments

Eagle Bay to maintain station at the casualty during daylight hours and respond to any release. Take portable skimmer to allow skimming in the containment boom. Recovered product to be contained in a seaslug, Shearwater Marines pumper truck or in Harley Marine vessels. Contact info for Shearwater Marine [redacted]

8. Special Instructions for Division / Group

9. Communications (radio and / or phone contact numbers needed for this assignment)

Name / Function	Radio: Freq. / System / Channel	Phone	Pager
CCG Gordon Reid/On Scene Commander	VHF 16		
[redacted]	UHF 3		

Emergency Communications

Medical CCG Gordon Reid Evacuation CCG Gordon Reid Other

10. Prepared By:	Date / Time	11. Approved By:	Date / Time
[redacted]	November 30, 2017 / 07:16		

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ASSIGNMENT LIST (ICS FORM 204-OS)

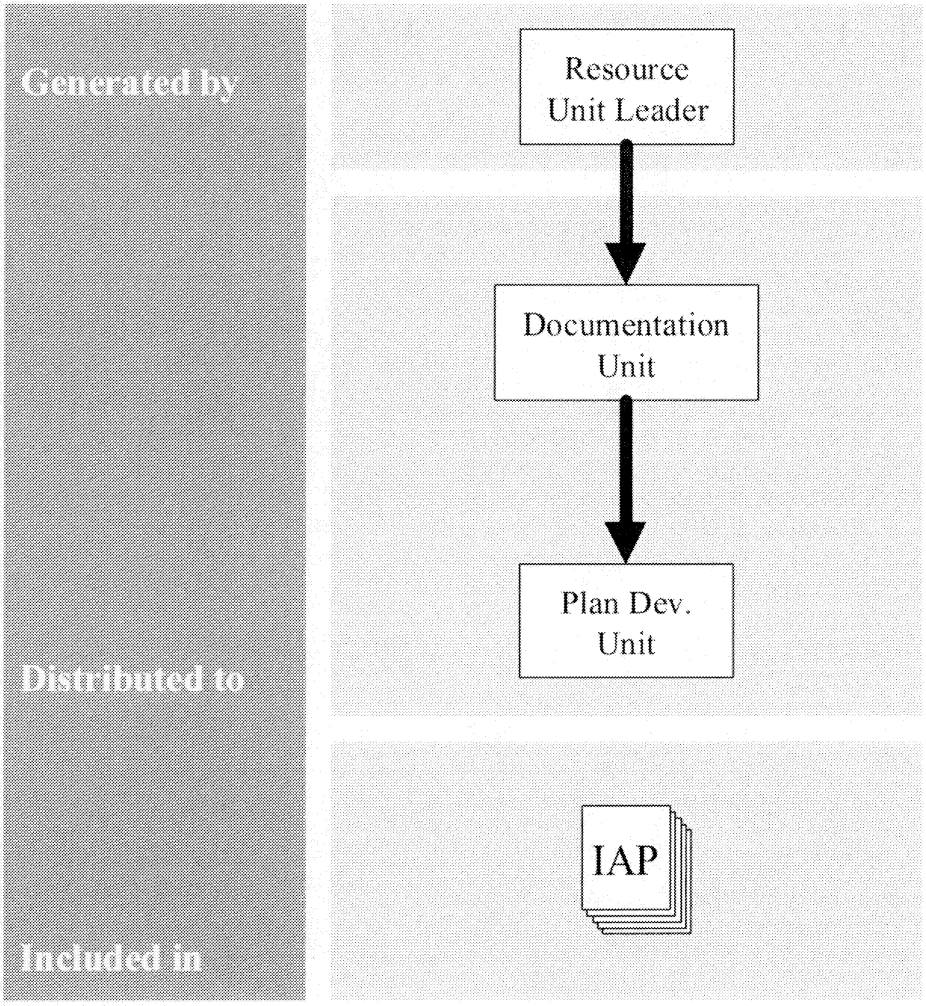
Special Note. The Assignment List, ICS form 204-OS submits assignments at the level of Divisions and Groups. The Assignment List Attachment, ICS form 204a-OS shows more specific assignment information, if needed. The need for an ICS form 204a-OS is determined by the Planning and Operations Section Chiefs during the Operational Planning Worksheet (ICS form 215-OS) development.

Purpose. The Assignment List(s) informs Division and Group supervisors of incident assignments. Once the assignments are agreed to by the Unified Command and General Staff, the assignment information is given to the appropriate Divisions and Groups.

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Distribution. The Assignment List is duplicated and attached to the Incident Objectives and given to all recipients of the Incident Action Plan. In some cases, assignments may be communicated via radio/telephone/fax.

All completed original forms MUST be given to the Documentation Unit.



Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

1. Incident Name	2. Operational Period (Date / Time)	INCIDENT STATUS SUMMARY ICS 209-CG
Goose Island - 2017	From: To: Time of Report November 30th - 0900	

3. Type of Incident

	Oil Spill	☐	HAZMAT	☐	AMIO
☐	SAR/Major SART	☐	SI/Terrorism	☐	Natural Disaster
	Marine Disaster	☐	Civil Disturbance	☐	Military Outload
☐	Planned Event	☐	Maritime HLS/Prevention	☐	

4. Situation Summary as of Time of Report:

The divers and Class ABS completed their survey of the tug Jake Shearer and barge Zidell Marine 277 at approximately 20:30 hours on Nov 29th. Minor damage to the barge and tug were noted, including a bent gangway securing brackets and one fuel tank sounding pipe, a crack on windlass bottom bracket, and dents at anchor leading bracket. They also reported three cracks on port side forward of the Jake Shearer, which have been patched up by the divers and the vessel and class are closely monitoring the soundings.

CCGS Bartlett and Gordon Reid will be returning to program work (SAR/MNS), and the Bella Bella Life Boat (Cape St James) will remain tasked to support the incident. CCG Environmental Response crews will return to their appropriate bases. The CCG helicopter will be conducting a final overflight of Norman Morrison Bay with CCG and Heilsuk the morning of Nov 30th.

WCMRC assets will be returning the containment boom to Shearwater, and the vessels will be returning to base.

Environmental Unit: (Participants within the EU were Heiltsuk Nation, Harley Marine Services, Federal Government and the Provincial Government)

- Completion of the ICS 232 for Norman Morrison Bay was developed for a potential worst case scenario failure of both the Jake Shearer and Zidell 277

The Environmental Unit has completed their task and will also be stood down upon completion of the demobilization criteria.

The Incident Command Post in Port Hardy will be stood down the morning of Nov 30th, and all personnel will be returning to their respective bases.

5. Future Outlook/Goals/Needs/Issues:

Transport Canada will be working with Class ABS and Harley Maine to develop and approve the tug and barges tow plan.

There will be another check-in teleconference on Nov 30th at 1400.

Page 1308

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Girouard, Roger

From: Girouard, Roger
Sent: November-30-17 8:54 AM
To: 'Wootton, Brian (Brian.Wootton@dfo-mpo.gc.ca)'; Evans, Clay
Subject: FW: Barge incident near Bella Bella

[redacted]

From: [redacted]
Sent: Wednesday, November 29, 2017 3:00 PM
To: Hutchinson, Jeffery <Jeffery.Hutchinson@dfo-mpo.gc.ca>
Cc: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Subject: Barge incident near Bella Bella

Hi Gentlemen,

[redacted] We followed the incident with the Jake Shearer and fuel barge from the start. As we all know we came very close to a major environmental disaster. If it was not for the captain and the two crew members aboard the Jake Shearer [redacted] things would have turned out in a very bad way. [redacted] The Jake Shearer and the Gulf Cajun who took over the barge did a professional job to bring the situation under control ,

Thank
[redacted]

s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Girouard, Roger

From: Girouard, Roger
Sent: November-30-17 11:33 AM
To: Hutchinson, Jeffery; Pelletier, Mario
Subject: Tug Timelines

More. I hope this fits the bill. If you need any clarification please let us know.
Roger

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>
Sent: Thursday, November 30, 2017 11:20 AM
To: Ivany, Gary; McNish, Joanne; Wootton, Brian; Murdock, Philip
Cc: Girouard, Roger; Tasker, Paul
Subject: RE: For tomorrow

Hello,

Here's the basic time-line from the JRCC Victoria SAR log with an emphasis on tug allocation.

Initial tasking was for the tug *Norma H* (2000 HP) to transfer tow to tug *Ocean Clipper* and proceed to the scene.

Once availability of southbound tug *Gulf Cajun* (4600 HP) was identified both JRCC and Master of *Norma H* (as well as Harley Marine) felt that this would be the most capable platform to tow the disabled fuel barge given HP and sea conditions. There was some discussion about leaving the Gulf Cajun's barge at Shearwater/Bella Bella which never came to fruition but at no time was the *Gulf Cajun's* southbound progress delayed.

Norma H proceeded north to rendezvous with *Gulf Cajun* and take its tow and *Gulf Cajun* proceeded to the scene.

Please advise if you require any additional details?

Regards,

Clay

Following are timelines of taskings according to the log for case V2017-3090 (times in PST)

27/1543 – JRCC notified of fuel barge Zidell 277 breaking free from Tug Jake Shearer. CCGS Gordon Reid tasked to proceed to location of barge.

27/1549 – Tug North Arm Prowler tasked to assist.

27/1550 – Inquired with Tug Norma H, towing a barge, if possible to drop barge and proceed to assist.

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27/1606 – Environmental Response briefed on situation. Advised Tugs Norma H and North Arm Prowler have been tasked to assist.

27/1622 – Tug Ocean Clipper advised JRCC that he could take tow from Norma H. Norma H eta to Zidell 277 now approx. 6 hrs.

27/1706 – Comms with District 17 (USCG) regarding droppable Towing Kit. Delivery time at least 7 hours.

27/1825 – Tug Gulf Cajun advised JRCC that trying to unload dangerous cargo barge and assist.

27/1945 – CCGS Gordon Reid on scene.

27/1948 – Tug Gulf Cajun 35 nm from incident. In comms with Jake Shearer.

27/2135 – Tug Earl Redd tasked from Seattle to assist with recovery.

27/2347 – Tug Gulf Cajun advised will transfer his dangerous goods barge to Norma H, as he is better suited to tow the Zidell 277.

28/0352 – Tug Norma H takes barge from Tug Gulf Cajun.

28/0747 – Tug Gulf Cajun on scene.

28/0855 – Tug Gulf Cajun advised Zidell 277 now in tow.

From: Ivany, Gary
Sent: November-30-17 6:58 AM
To: McNish, Joanne; Wootton, Brian; Murdock, Philip; Evans, Clay
Subject: Re: For tomorrow

Thanks, he asked this morning so I just wanted to close the loop.

Will stby for response.

Much appreciated

Gary

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: McNish, Joanne
Sent: Thursday, November 30, 2017 9:46 AM
To: Wootton, Brian; Ivany, Gary; Murdock, Philip; Evans, Clay
Subject: Re: For tomorrow

This is in hand. Initiated through Roger from Commissioner last night. Clay's on it.

Joanne

Sent by BB

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From: Wootton, Brian
Sent: Thursday, November 30, 2017 6:41 AM
To: Ivany, Gary; Murdock, Philip; Evans, Clay
Cc: McNish, Joanne
Subject: Re: For tomorrow

Good morning Gary...I'm in Tofino /Ahousaht today on FN engagement...spotty internet...asking Phil to work with Clay on this today.

For your SA Gulf Cajun had hazardous cargo on her tow, she was by no means an automatic relief tug during the SAR case...JRCC worked with two different ship owners to
Try and free one or both possible rescue tugs up so that they could proceed to Jake Shearer...

Ultimately smaller of two rescue tugs had to run a great distance into Rivers Inlet to safely hand over its tow. That tug then became relief for Gulf Cajun. Both rescue tugs more than 50 miles apart...

CCG not legally in position at any point to direct either tug to let go tows unsafely....

Timeline to follow...

BW
Sent from my BlackBerry 10 smartphone on the Bell network.

From: Ivany, Gary
Sent: Thursday, November 30, 2017 6:25 AM
To: Wootton, Brian
Cc: McNish, Joanne
Subject: FW: For tomorrow

Brian,

Can we get timelines/logs for the Gulf Cajun for the CO.

Not sure if Roger already asked – if so, don't want to double ask but need to get back to CO.

Thanks

Gary

From: Hutchinson, Jeffery
Sent: Wednesday, November 29, 2017 9:11 PM
To: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Cc: Hill, Johanna <Johanna.Hill@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>
Subject: For tomorrow

Roger, do we have an event Timeline that we could share with HN? They suggested that Gulf Cajun had a chance to help much earlier - stood down and then re-engaged hours later. Do you have more info?

No information has been removed or severed from this page

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Sent from my BlackBerry 10 smartphone on the Rogers network.

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-30 1:20 PM
To: NCC / CCN (DFO/MPO); Bain, Brian; Wootton, Brian; Hunt, Cliff; McNish, Joanne; Ivany, Gary; Girouard, Roger; Heap, David; Watkinson, Stephen; Ayres, Bob; Murdock, Philip; Statham, Art; Middleton, Andrea; Bennett, Bob; Evans, Clay; Imbeau, Michelle; Lawson, Jesse; Readman, Tristan; Brady, Jeff; Lastik, Darryl; 'CCGS Bartlett - Commanding Officer'; 'CCGS Bartlett'; Goffic, Jody; JRCC Victoria / CCCS Victoria (DFO/MPO); Lastik, Darryl
Subject: Jake Shearer Incident SITREP Final
Attachments: Jake Shearer Incident Brief FINAL (November 30 2017).ppt
Attachment is found elsewhere on the file

Tracking:

Recipient	Recall
NCC / CCN (DFO/MPO)	
Bain, Brian	Failed: 2017-12-01 7:31 AM
Wootton, Brian	Failed: 2017-11-30 8:32 PM
Hunt, Cliff	
McNish, Joanne	Succeeded: 2017-11-30 1:59 PM
Ivany, Gary	Failed: 2017-11-30 2:26 PM
Girouard, Roger	Succeeded: 2017-11-30 1:59 PM
Heap, David	Failed: 2017-12-01 5:36 AM
Watkinson, Stephen	Failed: 2017-11-30 1:59 PM
Ayres, Bob	Failed: 2017-11-30 2:42 PM
Murdock, Philip	Failed: 2017-11-30 1:59 PM
Statham, Art	Succeeded: 2017-11-30 1:58 PM
Middleton, Andrea	
Bennett, Bob	
Evans, Clay	Failed: 2017-11-30 1:59 PM
Imbeau, Michelle	Succeeded: 2017-11-30 1:58 PM
Lawson, Jesse	Failed: 2017-11-30 4:36 PM
Readman, Tristan	Failed: 2017-11-30 1:59 PM
Brady, Jeff	Failed: 2017-11-30 1:58 PM
Lastik, Darryl	Failed: 2017-11-30 1:59 PM
'CCGS Bartlett - Commanding Officer'	
'CCGS Bartlett'	
Goffic, Jody	Failed: 2017-11-30 1:59 PM
JRCC Victoria / CCCS Victoria (DFO/MPO)	
Lastik, Darryl	
De Rainville, David	Failed: 2017-11-30 2:09 PM
Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)	Failed: 2017-12-01 7:37 AM
Beauchamp, Sharon	Failed: 2017-12-04 10:22 AM

See attached incident brief final.

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CCG Western Regional Operations Centre.

Pages 1316 to / à 1325
are duplicates of
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pages 1774 to / à 1783

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: November 30, 2017 13:58
To: XPAC CCG Station Bella Bella
Subject: Tasking 11951 Transport US Coast Guard

Good day.

New tasking issued in iFleet for Bella Bella station 17-13 patrol:

W17-Please arrange to assist the US Coast Guard with transportation to the Jake Shearer site November 30, 2017

Thanks

Chris Wyman
Operations Officer, Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria, V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

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ROC Planning Officer / agent de planification COR (DFO/MPO)

From: ROC Planning Officer / agent de planification COR (DFO/MPO)
Sent: November-30-17 12:14 PM
To: ROC1 / COR1 (DFO/MPO)
Subject: Jake Shearer Incident Brief Final
Attachments: Jake Shearer Incident Brief FINAL (November 30 2017).ppt
Attachment is found elsewhere on the file

Please forward this to those from previous Briefs.

Thank you

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

Pages 1328 to / à 1337

are duplicates of

sont des duplicatas des

pages 1774 to / à 1783

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Coulombe, Amber

From: Stanek, Frank
Sent: Friday, December 01, 2017 8:26 AM
To: XNCR-Grp, Communications; XMAR, All-Comm; XGLF-GRP, Communications; XPAC Communications All; XLAU, COMM-Qc; XCA Media / XCA Medias (DFO/MPO)
Cc: Quinn, Caroline; Reynolds, Justine
Subject: Tactics debrief, Friday, Dec. 1, 2017

Good morning. No Communications follow-ups. QC notes beong reviewed, updated:
Freshwater Fish Marketing Corporation, MB;
CCG - Manolis L, NL; and
- barge, Jake Shearer incident last weekend near Bella, Bella, BC

Frank

s.19(1)

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Coulombe, Amber

From: Stanek, Frank
Sent: Friday, December 01, 2017 9:37 AM
To: Gareau, Laura; Lavigne, Kevin
Cc: Hubley , Marian; Nielsen, Ingrid; Perron, Heloise; Parisien, Renée; Chow, Vance; Saindon, Carole; Gilbert, Sarah
Subject: Heads up - interview request: Public Broadcasting (Alaska) - barge Jake Shearer

Good morning. The enclosed will be sent up later this morning for concurrence via protocol.

To provide a clearer sense of who reporter has already contacted, I have enclosed a link to a story the reporter posted earlier in the week.

Regards

Frank

Issue: Jacob Resneck, Alaska Public Radio (would like an interview with Roger Girouard about the Coast Guard response to the Jake Shearer tug and barge incident. It would be a taped interview about the incident, including what happened, where, what was Coast Guard's response, etc. He has read the media reports about the incident and now would like an interview, as the tug and barge were originally destined for Alaska.

Recommendation: Provide interview with Assistant Commissioner Western Region, Roger Girouard.

Deadline: Friday, December 1 afternoon

Background: online post to story earlier this week by Alaska Public radio: Alaska-bound fuel barge runs into trouble in Canadian waters

[redacted]

Alaska-bound fuel barge runs into trouble in Canadian waters

Approved by:

Media lines: - previously approved

- The Canadian Coast Guard is worked closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge was carrying a load of diesel and gasoline. No pollution was released into the marine environment.

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- With the assistance of a rescue tug the barge has been towed to a protected area where ongoing inspections are taking place.

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Coulombe, Amber

From: Chow, Vance
Sent: Friday, December 01, 2017 9:40 AM
To: Parisien, Renée; Marsaw, Meghan; Mayrand, Benoit
Cc: Hubley , Marian; Nielsen, Ingrid; Perron, Heloise; Wells, William; Girouard, Louise; Imbeau, Michelle; Gilbert, Sarah; Smith, Fiona; Stanek, Frank; Bate, Dan; Saindon, Carole; NCR Media RCN (DFO/MPO)
Subject: RE: For approval: Alaska Public Radio, Jake Shearer tug

Hi there,

As discussed after Stand-up – the request below will be flagged to PCO once we're a bit farther along in HQ approvals and final messaging.

A heads-up has already been provided to MinO.

Cheers,
Vance

From: Stanek, Frank
Sent: November-30-17 7:42 PM
To: Bate, Dan; Saindon, Carole; NCR Media RCN (DFO/MPO)
Cc: Hubley , Marian; Nielsen, Ingrid; Perron, Heloise; Parisien, Renée; Wells, William; Girouard, Louise; Imbeau, Michelle; Chow, Vance; Gilbert, Sarah
Subject: Re: For approval: Alaska Public Radio, Jake Shearer tug

Noted. Will be followed up in the early a.m.

Just checked KTOO Alaska's website. A story ran by Jacob on Nov. 27. Highly Unlikely captured in clips - on line story and audio. Will forward shortly so Roger is aware of what has been reported, if not already shared.

Frank

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Bate, Dan
Sent: Thursday, November 30, 2017 7:22 PM
To: Stanek, Frank; Saindon, Carole; NCR Media RCN (DFO/MPO)
Cc: Hubley , Marian; Nielsen, Ingrid; Perron, Heloise; Parisien, Renée; Wells, William; Girouard, Louise; Imbeau, Michelle
Subject: For approval: Alaska Public Radio, Jake Shearer tug

Hi Frank/Carole – something for your morning tomorrow.
The following US reporter contacted us looking for information about the response to the Jake Shearer tug and barge incident.
Given new protocols, we're sending back up.

Let us know.

Thanks,
Dan

s.16(2)
s.19(1)

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Issue: Jacob Resneck, Alaska Public Radio [redacted] would like an interview with Roger Girouard about the Coast Guard response to the Jake Shearer tug and barge incident. It would be a taped interview about the incident, including what happened, where, what was Coast Guard's response, etc. He has read the media reports about the incident and now would like an interview, as the tug and barge were originally destined for Alaska.

Recommendation: Provide interview with Assistant Commissioner Western Region, Roger Girouard.

Deadline: Friday, December 1 afternoon

Approved by: Roger Girouard, Assistant Commissioner Western Region

Media lines:

- The Canadian Coast Guard is worked closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge was carrying a load of diesel and gasoline. No pollution was released into the marine environment.

- With the assistance of a rescue tug the barge has been towed to a protected area where ongoing inspections are taking place.

Dan Bate
Team Lead, Communications
Fisheries and Oceans Canada Pacific Region / Canadian Coast Guard / Government of Canada
Dan.Bate@dfo-mpo.gc.ca / Tel: (604) 775-8809 / Cell: [redacted]

Chef d'équipe, communications
Pêches et Océans Canada, région du Pacifique / Garde côtière canadienne / Gouvernement du Canada
Dan.Bate@dfo-mpo.gc.ca / Tél : (604) 775-8809 / Tél. cell. [redacted]

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Coulombe, Amber

From: Chow, Vance
Sent: Friday, December 01, 2017 3:49 PM
To: Parisien, Renée; Imbeau, Michelle; Marsaw, Meghan; Wells, William; Stanek, Frank; Bate, Dan
Cc: Hubley , Marian; Nielsen, Ingrid; Perron, Heloise; Saindon, Carole; Gilbert, Sarah; Girouard, Louise
Subject: RE: Process question - Request from PBS (KTOO), Alaska-bound fuel barge runs into trouble in Canadian waters

If you flip me the current protocol note, I can give a heads-up to PCO and MinO...

From: Parisien, Renée
Sent: December-01-17 3:48 PM
To: Imbeau, Michelle; Marsaw, Meghan; Wells, William; Stanek, Frank; Bate, Dan
Cc: Hubley , Marian; Nielsen, Ingrid; Chow, Vance; Perron, Heloise; Saindon, Carole; Gilbert, Sarah; Girouard, Louise
Subject: Re: Process question - Request from PBS (KTOO), Alaska-bound fuel barge runs into trouble in Canadian waters

We are on it! Accelarating approavls now.

Envoyé de mon smartphone BlackBerry 10 sur le réseau Rogers.

De: Imbeau, Michelle
Envoyé: vendredi 1 décembre 2017 15:46
À: Marsaw, Meghan; Wells, William; Stanek, Frank; Bate, Dan; Parisien, Renée
Cc: Hubley , Marian; Nielsen, Ingrid; Chow, Vance; Perron, Heloise; Saindon, Carole; Gilbert, Sarah; Girouard, Louise
Objet: RE: Process question - Request from PBS (KTOO), Alaska-bound fuel barge runs into trouble in Canadian waters

I just heard back from the reporter. His dropdead deadline is 2pm PST. Is approval likely to happen to meet his deadline (in one hour, 15 mins)?

Thanks,

Michelle Imbeau
Communications Advisor
Canadian Coast Guard / Fisheries and Oceans Canada / Government of Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tel: 604-666-2872 / Cell: [redacted]
Conseillère en communications
Garde côtière canadienne / Pêches et Océans Canada / Gouvernement du Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tél : 604-666-2872 / Tél cel : [redacted]

From: Marsaw, Meghan
Sent: Friday, December 01, 2017 11:11 AM
To: Wells, William; Stanek, Frank; Bate, Dan; Parisien, Renée
Cc: Hubley , Marian; Nielsen, Ingrid; Chow, Vance; Perron, Heloise; Saindon, Carole; Chow, Vance; Gilbert, Sarah; Girouard, Louise; Imbeau, Michelle
Subject: RE: Process question - Request from PBS (KTOO), Alaska-bound fuel barge runs into trouble in Canadian waters

The lines are at DG level. I will let you know once we get CO approval.

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From: Wells, William
Sent: December-01-17 1:17 PM
To: Stanek, Frank; Bate, Dan; Parisien, Renée
Cc: Hubley , Marian; Nielsen, Ingrid; Chow, Vance; Perron, Heloise; Saindon, Carole; Chow, Vance; Gilbert, Sarah; Girouard, Louise; Imbeau, Michelle; Marsaw, Meghan
Subject: RE: Process question - Request from PBS (KTOO), Alaska-bound fuel barge runs into trouble in Canadian waters

Hi Frank,

CCing Meghan who was running the latest lines yesterday. Not fully blessed yet. Believe at the DG level, but will let Meghan confirm.

Thanks!

From: Stanek, Frank
Sent: 2017–December-01 1:13 PM
To: Wells, William; Bate, Dan; Parisien, Renée
Cc: Hubley , Marian; Nielsen, Ingrid; Chow, Vance; Perron, Heloise; Saindon, Carole; Chow, Vance; Gilbert, Sarah; Girouard, Louise; Imbeau, Michelle
Subject: Re: Process question - Request from PBS (KTOO), Alaska-bound fuel barge runs into trouble in Canadian waters

Yup, know the drill down pat. So is this blessed and good to go to MINO?

Frank

From: Wells, William
Sent: Friday, December 1, 2017 1:00 PM
To: Bate, Dan; Stanek, Frank; Parisien, Renée
Cc: Hubley , Marian; Nielsen, Ingrid; Chow, Vance; Perron, Heloise; Saindon, Carole; Chow, Vance; Gilbert, Sarah; Girouard, Louise; Imbeau, Michelle
Subject: RE: Process question - Request from PBS (KTOO), Alaska-bound fuel barge runs into trouble in Canadian waters

Perfect, thanks Dan. Than there should be no concerns.

Frank, as a reminder, since the outlet is international, you may want to flag to MinO/PCO.

Thanks!

From: Bate, Dan
Sent: 2017–December-01 12:50 PM
To: Wells, William; Stanek, Frank; Parisien, Renée
Cc: Hubley , Marian; Nielsen, Ingrid; Chow, Vance; Perron, Heloise; Saindon, Carole; Chow, Vance; Gilbert, Sarah; Girouard, Louise; Imbeau, Michelle
Subject: RE: Process question - Request from PBS (KTOO), Alaska-bound fuel barge runs into trouble in Canadian waters

Hi Will – this is now a TC lead.. there are no new updates from us on this,
The lines sent up in the package yesterday are up to date from our perspective.

Dan

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From: Wells, William
Sent: December-01-17 9:34 AM
To: Stanek, Frank; Parisien, Renée
Cc: Hubley , Marian; Nielsen, Ingrid; Chow, Vance; Perron, Heloise; Saindon, Carole; Chow, Vance; Gilbert, Sarah; Bate, Dan; Girouard, Louise; Imbeau, Michelle
Subject: RE: Process question - Request from PBS (KTOO), Alaska-bound fuel barge runs into trouble in Canadian waters

Hi Frank,

This is the Jake Shearer incident that we did already get blanket approval on for interviews. That was MinO approved.

Only thing is if we are providing a written response (or interview) we will still need to ensure that updated lines with significant additions are still run through for quick HQ review. So I would suggest Dan sends us revised lines that we can flag to Operations.

Thanks, Will

From: Stanek, Frank
Sent: 2017–December-01 12:11 PM
To: Wells, William; Parisien, Renée
Cc: Hubley , Marian; Nielsen, Ingrid; Chow, Vance; Perron, Heloise; Saindon, Carole; Chow, Vance; Gilbert, Sarah; Bate, Dan; Girouard, Louise; Imbeau, Michelle
Subject: Process question - Request from PBS (KTOO), Alaska-bound fuel barge runs into trouble in Canadian waters
Importance: High

Hi Will. Could you elaborate on Dan's comment below as well as who the request is with now?

Thanks

Frank

From: Bate, Dan <Dan.Bate@dfo-mpo.gc.ca>
Sent: Friday, December 1, 2017 11:59 AM
To: Stanek, Frank; Imbeau, Michelle
Cc: Girouard, Louise
Subject: RE: KTOO, Alaska-bound fuel barge runs into trouble in Canadian waters

Hey Frank – thanks for this this.
When we sent this up earlier we did target blanket approvals with CCG for interviews.. William should be able to tell you if there was agreement.

Dan

From: Stanek, Frank
Sent: December-01-17 8:31 AM
To: Imbeau, Michelle
Cc: Bate, Dan; Girouard, Louise
Subject: IRe: KTOO, Alaska-bound fuel barge runs into trouble in Canadian waters

No problem. I sent a heads-up to Laura that this query was going through CCG HQ review, tagged the lines as previously approved and included link to story.

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[redacted]

Frank

From: Imbeau, Michelle
Sent: Friday, December 1, 2017 10:55 AM
To: Stanek, Frank
Cc: Bate, Dan
Subject: RE: KTOO Alaska-bound fuel barge runs into trouble in Canadian waters

I appreciate this Frank. I've sent to Roger for context.

Cheers,

Michelle Imbeau
Communications Advisor
Canadian Coast Guard / Fisheries and Oceans Canada / Government of Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tel: 604-666-2872 / Cell: [redacted]
Conseillère en communications
Garde côtière canadienne / Pêches et Océans Canada / Gouvernement du Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tél : 604-666-2872 / Tél cel : [redacted]

From: Stanek, Frank
Sent: Thursday, November 30, 2017 4:47 PM
To: XPAC Communications All; Bate, Dan
Cc: Hubley , Marian; Perron, Heloise; Parisien, Renée; NCR Media RCN (DFO/MPO); Saindon, Carole; Chow, Vance; Gilbert, Sarah; Wells, William
Subject: Fw: KTOO Alaska-bound fuel barge runs into trouble in Canadian waters

Frank

From: FRANK STANEK [redacted]
Sent: Thursday, November 30, 2017 7:42 PM
To: Stanek, Frank
Reply To: FRANK STANEK
Subject: KTOO Alaska-bound fuel barge runs into trouble in Canadian waters

Alaska-bound fuel barge runs into trouble in Canadian waters

[redacted]

No information has been removed or severed from this page

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Alaska-bound fuel barge runs into trouble in Canadian waters

By Jacob Resneck, KTOO

A fuel-laden barge bound for Alaska ran broke free from its tug in stormy seas. Canadian officials say the U.S. ...

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Coulombe, Amber

From: Chow, Vance
Sent: Friday, December 01, 2017 3:59 PM
To: Marsaw, Meghan; Smith, Fiona; Parisien, Renée
Cc: Saindon, Carole
Subject: RE: For approval: Interview: Alaska Public Radio, Jake Shearer tug

I can flip this to TC media relations, if that helps...

From: Hill, Johanna
Sent: December-01-17 3:58 PM
To: Marsaw, Meghan; Pelletier, Mario
Cc: Lebel, Mathieu; Chow, Vance; Saindon, Carole; Smith, Fiona
Subject: Re: For approval: Interview: Alaska Public Radio, Jake Shearer tug

Recommendation would be to engage with Transport.

We're alright with Roger being the spokesperson. Mario and the Commissioner are on board.

Johanna

From: Marsaw, Meghan
Sent: Friday, December 1, 2017 3:52 PM
To: Pelletier, Mario
Cc: Hill, Johanna; Lebel, Mathieu; Chow, Vance; Saindon, Carole; Smith, Fiona
Subject: Fw: For approval: Interview: Alaska Public Radio, Jake Shearer tug

Mario,

For approval, media lines for an interview with AC Girouard. [redacted] the dropdead deadline is 1400hrs PST.

Thanks,

Meghan

Meghan Marsaw
Coast Guard Communications

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Marsaw, Meghan <Meghan.Marsaw@dfo-mpo.gc.ca>
Sent: Friday, December 1, 2017 2:16 PM
To: Ivany, Gary
Cc: Labelle-Rice, Jolyane; Lebel, Mathieu; Smith, Fiona; Mayrand, Benoit
Subject: RE: For approval: Interview: Alaska Public Radio, Jake Shearer tug

Gary,

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Do you have any issues with the lines and with having AC Girouard conduct the interview?

Thanks,

Meghan

From: Mayrand, Benoit
Sent: December-01-17 9:48 AM
To: Ivany, Gary
Cc: Labelle-Rice, Jolyane; Lebel, Mathieu; Marsaw, Meghan; Smith, Fiona
Subject: For approval: Interview: Alaska Public Radio, Jake Shearer tug
Importance: High

Good morning Gary,

Please see below a request from Alaska Public Radio for an interview with Roger Girouard on the Jake Shearer tug and barge incident. Reporter has posted a story on the matter last Wednesday: **Alaska-bound fuel barge runs into trouble in Canadian waters**

Please advise if any concerns,

Thanks

Benoit Mayrand
Communications Advisor| Conseiller en communications
Canadian Coast Guard | Garde côtière canadienne
200 rue Kent Street, Ottawa, ON K1A 0E6
Tel: [redacted]

Issue: Jacob Resneck, Alaska Public Radio ([redacted] would like an interview with Roger Girouard about the Coast Guard response to the Jake Shearer tug and barge incident. It would be a taped interview about the incident, including what happened, where, what was Coast Guard's response, etc. He has read the media reports about the incident and now would like an interview, as the tug and barge were originally destined for Alaska.

Recommendation: Provide interview with Assistant Commissioner Western Region, Roger Girouard.

Deadline: Friday, December 1 afternoon

Approved by: Roger Girouard, Assistant Commissioner Western Region

Media lines:

- The Canadian Coast Guard is worked closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge was carrying a load of diesel and gasoline. No pollution was released into the marine environment.

No information has been removed or severed from this page

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- With the assistance of a rescue tug the barge has been towed to a protected area where ongoing inspections are taking place.

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Coulombe, Amber

From: Chow, Vance
Sent: Friday, December 01, 2017 4:01 PM
To: Media Relations Medias
Cc: NCR Media RCN (DFO/MPO)
Subject: Heads-up - Media Intv: Alaska Public Radio - Jake Shearer tug

FYI TC colleagues,

A heads-up about the media interview outlined below, with Alaska Public Radio, regarding the CCG response to the Jake Shearer/Zidell Marine 277 tug and barge incident.

PCO has been looped in. Reporter's dropdead deadline for the interview is 5pm today (i.e. 2pm Pacific).

If any concerns pls advise asap.

Thanks,
Vance

Issue: Jacob Resneck, Alaska Public Radio would like an interview with Roger Girouard about the Coast Guard response to the Jake Shearer tug and barge incident. It would be a taped interview about the incident, including what happened, where, what was Coast Guard's response, etc. He has read the media reports about the incident and now would like an interview, as the tug and barge were originally destined for Alaska.

Recommendation: Provide interview with Assistant Commissioner Western Region, Roger Girouard.

Media lines:

- The Canadian Coast Guard is working closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.
- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge was carrying a load of diesel and gasoline. No pollution was released into the marine environment.
- With the assistance of a rescue tug, the barge has been towed to a protected area where ongoing inspections are taking place.

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s.19(1)

Coulombe, Amber

From: Kye, Suzanne <Suzanne.Kye@pco-bcp.gc.ca>
Sent: Friday, December 01, 2017 4:01 PM
To: Chow, Vance
Cc: Hubley , Marian; Nielsen, Ingrid; Parisien, Renée; Marsaw, Meghan; Wells, William; Perron, Heloise; Girouard, Louise; Bate, Dan; Stanek, Frank; Saindon, Carole; Gilbert, Sarah; NCR Media RCN (DFO/MPO)
Subject: Re: FYI - Media Intv: Alaska Public Radio - Jake Shearer tug

Thanks for sharing, Vance. No concerns.

Suzanne Kye
613-852-1551

On Dec 1, 2017, at 3:58 PM, Chow, Vance <Vance.Chow@dfo-mpo.gc.ca<mailto:Vance.Chow@dfo-mpo.gc.ca>> wrote:

FYI Suzanne,

A heads-up about the media interview outlined below, with Alaska Public Radio, regarding the CCG response to the Jake Shearer/Zidell Marine 277 tug and barge incident.

Currently running through approvals on our end; reporter's dropdead deadline for the interview is 5pm today (i.e. 2pm Pacific).

If any concerns pls advise asap.

Thanks,
Vance

Issue: Jacob Resneck, Alaska Public Radio [redacted] would like an interview with Roger Girouard about the Coast Guard response to the Jake Shearer tug and barge incident. It would be a taped interview about the incident, including what happened, where, what was Coast Guard's response, etc. He has read the media reports about the incident and now would like an interview, as the tug and barge were originally destined for Alaska.

Recommendation: Provide interview with Assistant Commissioner Western Region, Roger Girouard.

Media lines:

· The Canadian Coast Guard is working closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.

· The tug Jake Shearer and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge was carrying a load of diesel and gasoline. No pollution was released into the marine environment.

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· With the assistance of a rescue tug, the barge has been towed to a protected area where ongoing inspections are taking place.

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Coulombe, Amber

From: Chow, Vance
Sent: Friday, December 01, 2017 4:09 PM
To: Gareau, Laura; Lavigne, Kevin
Cc: MacNeil, Vince; Amlani, Ashraf; Hopkins, Lillian; Butcher, Ashley; Malko, Carol; Jarjour, Jasmine; Lamar, Anne; Quinn, Caroline; Trudeau, Miriam; Strickland, Alexandra; Hubley , Marian; Deslauriers , Anne; Nielsen, Ingrid; Perron, Heloise; Girouard, Louise; Bate, Dan; Imbeau, Michelle; Perron, Heloise; Parisien, Renée; Marsaw, Meghan; Wells, William; Smith, Fiona; Mayrand, Benoit; Olson, Kathleen; Hill, Johanna; Lebel, Mathieu; Lockhart, Tara; Gauthier, Théo; Stanek, Frank; Saindon, Carole; Gilbert, Sarah; DFO CONF Ottawa-200KentSt-10N-194 CONF MPO
Subject: FOR INFORMATION: Media Intv - Alaska Public Radio - Jake Shearer tug

Importance: High

FYI Laura,

Further to the earlier blanket approval related to the Jake Shearer tug and barge incident last weekend, please note that our Pacific region colleagues will provide an interview later today to Alaska Public Radio with designated CCG spokes Roger Girouard.

No concerns from PCO; TC has been engaged. Reporter's dropdead deadline is today at 5pm (i.e. 2:00 pm Pacific).

If any concerns pls advise by 4:50 pm.

Thanks,
Vance

Issue: Jacob Resneck, Alaska Public Radio [redacted] would like an interview with Roger Girouard about the Coast Guard response to the Jake Shearer tug and barge incident. It would be a taped interview about the incident, including what happened, where, what was Coast Guard's response, etc. He has read the media reports about the incident and now would like an interview, as the tug and barge were originally destined for Alaska.

Recommendation: Provide interview with Assistant Commissioner Western Region, Roger Girouard.

Deadline: 2:00 pm Pacific today at the very latest

Approved by: Commissioner Hutchinson, Mario Pelletier and Roger Girouard (Assistant Commissioner Western Region)

Media lines:

- The Canadian Coast Guard is working closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.
- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge was carrying a load of diesel and gasoline. No pollution was released into the marine environment.

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- With the assistance of a rescue tug, the barge has been towed to a protected area where ongoing inspections are taking place.

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Coulombe, Amber

From: Chow, Vance
Sent: Friday, December 01, 2017 5:43 PM
To: Girouard, Louise; Bate, Dan; Imbeau, Michelle
Cc: Parisien, Renée; Marsaw, Meghan; Smith, Fiona; Stanek, Frank; Saindon, Carole; Gilbert, Sarah; NCR Media RCN (DFO/MPO)
Subject: RE: FOR INFORMATION: Media Intv - Alaska Public Radio - Jake Shearer tug

FYI, here is a copy of the info that TC just sent to the same reporter, further to the Q's referenced below. Chrs, V.

- The Government of Canada is working in partnership with Indigenous communities and key stakeholders to strengthen marine safety under the Oceans Protection Plan, the largest investment ever made to protect Canada's oceans and waterways. Measures taken as part of the Oceans Protection Plan (https://www.tc.gc.ca/en/campaigns/protecting-coasts.html) will help guard against marine incidents like the Nathan E. Stewart. For example, The Canadian Coast Guard will create 24/7 emergency management and response capacity within the Regional Operations Centre in Victoria to better plan and coordinate effective response during an incident. In addition, the Coast Guard will establish six new radar stations, modernize emergency response equipment, increase tow capacity (including tow kits on existing large vessels and two leased towing vessels capable of towing commercial tankers and container ships), and establish a new emergency response depot in Port Hardy.
- The Government of Canada wants Indigenous peoples to play an active role in marine safety through the Oceans Protection Plan and we are working with North and Central Coast First Nations, including the Heiltsuk, to ensure a meaningful role in emergency response and waterway management that protects all communities and livelihoods, while addressing concerns about marine shipping.
- With pending investments in tow kits, the acquisition of two large rescue tugs, and the opportunity to work with Indigenous peoples to set appropriate response standards and capabilities, there will be even more capacity to respond to incidents like the Nathan E. Stewart on the coast.
- In addition, the Government of Canada is taking complementary actions to protect BC's coastline: welcoming new measures by the Pacific Pilotage Authority to further strengthen the pilotage regime; adding additional route restrictions to vessels transporting petroleum products within the pilotage area; conducting a pilotage risk assessment to examine pilotage requirements along the BC coast; and launching an inspection campaign concentrated on the tug and barge industry in the Pacific and Atlantic regions.
- The concentrated inspection campaign for tugs and barges was conducted between January 19 and March 31, 2017. The inspections focused on areas of concern and risk based on incidents over last few years, as well as Transportation Safety Board reports and recommendations.
- During the campaign, 61 vessels owned by 19 operators operating in the mouth of the Fraser River and along the central and northern coasts of BC were inspected. Transport Canada partnered with the Vancouver Police Department, the Royal Canadian Mounted Police and the Canadian Coast Guard, focusing on tugs as they engaged in towing operations. Transport Canada sent experienced inspectors with strong understanding of the towing industry to engage in this campaign.

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- Based on the Community and Industry Resupply Study conducted as part of Canada's proposed Oil Tanker Moratorium, petroleum product shipments on the BC North Coast generally include diesel, gasoline, jet fuel, aviation gas, as well as small quantities of lubricants and oils. There is on the order of 50 million litres per year (40,000 tonnes per year) of petroleum products shipped between or to communities and industries on the BC North Coast. For more information: https://www.tc.gc.ca/eng/marinesafety/community-industry-resupply-oil-north-coast-british-columbia.html

From: Chow, Vance
Sent: December-01-17 4:58 PM
To: Girouard, Louise; Bate, Dan; Imbeau, Michelle
Cc: Parisien, Renée; Marsaw, Meghan; Smith, Fiona; Stanek, Frank; Saindon, Carole; Gilbert, Sarah
Subject: FW: FOR INFORMATION: Media Intv - Alaska Public Radio - Jake Shearer tug
Importance: High

To confirm, no concerns raised from MinO, PCO or TC by deadline – and fully CCG-approved... good to go!

If a transcript of intv will be available, TC is hoping for a copy. In addition, fyi they are preparing written responses for the same reporter to the following Q's:

1. I'd like to know more about these greater restrictions in the wake of the Nathan E. Stewart spill. And also what Transport Canada is recommending for future precautions either through legislation or regulation.

2. Does you agency have a reliable estimate of how much petroleum-based fuel transits your territorial waters?

Chrs, V.

From: Chow, Vance
Sent: December-01-17 4:09 PM
To: Gareau, Laura; Lavigne, Kevin
Cc: MacNeil, Vince; Amlani, Ashraf; Hopkins, Lillian; Butcher, Ashley; Malko, Carol; Jarjour, Jasmine; Lamar, Anne; Quinn, Caroline; Trudeau, Miriam; Strickland, Alexandra; Hubley , Marian; Deslauriers , Anne; Nielsen, Ingrid; Perron, Heloise; Girouard, Louise; Bate, Dan; Imbeau, Michelle; Perron, Heloise; Parisien, Renée; Marsaw, Meghan; Wells, William; Smith, Fiona; Mayrand, Benoit; Olson, Kathleen; Hill, Johanna; Lebel, Mathieu; Lockhart, Tara; Gauthier, Théo; Stanek, Frank; Saindon, Carole; Gilbert, Sarah; DFO CONF Ottawa-200KentSt-10N-194 CONF MPO
Subject: FOR INFORMATION: Media Intv - Alaska Public Radio - Jake Shearer tug
Importance: High

FYI Laura,

Further to the earlier blanket approval related to the Jake Shearer tug and barge incident last weekend, please note that our Pacific region colleagues will provide an interview later today to Alaska Public Radio with designated CCG spokes Roger Girouard.

No concerns from PCO; TC has been engaged. Reporter's dropdead deadline is today at 5pm (i.e. 2:00 pm Pacific).

If any concerns pls advise by 4:50 pm.

Thanks,

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Vance

Issue: Jacob Resneck, Alaska Public Radio (would like an interview with Roger Girouard about the Coast Guard response to the Jake Shearer tug and barge incident. It would be a taped interview about the incident, including what happened, where, what was Coast Guard's response, etc. He has read the media reports about the incident and now would like an interview, as the tug and barge were originally destined for Alaska.

Recommendation: Provide interview with Assistant Commissioner Western Region, Roger Girouard.

Deadline: 2:00 pm Pacific today at the very latest

Approved by: Commissioner Hutchinson, Mario Pelletier and Roger Girouard (Assistant Commissioner Western Region)

Media lines:

- The Canadian Coast Guard is working closely with the Heiltsuk First Nation, the Province of British Columbia and federal partners.

- The tug *Jake Shearer* and its barge became separated on Sunday afternoon in poor weather conditions south of Goose Island in Queen Charlotte Sound on the Central Coast of British Columbia. High seas and strong winds had prevented recovery of the barge. The barge was carrying a load of diesel and gasoline. No pollution was released into the marine environment.

- With the assistance of a rescue tug, the barge has been towed to a protected area where ongoing inspections are taking place.

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Coulombe, Amber

From: Moss, Derek
Sent: Friday, December 01, 2017 8:47 PM
To: Pelletier, Mario; Lick, Gregory; Ivany, Gary; Lebel, Mathieu; Mougeot, Alyssa; Lemieux, Jessica; Parisien, Renée; Lockhart, Tara; Olson, Kathleen
Cc: Justice, Robert; Brickett, JJ
Subject: Re: Jake Shearer and barge

Reference: Incident telecon 1900hrs 1 December

Items:

1. Weather. No change.

2. WCMRC, Gordon Reid, Heiltsuk, USCG, DFO, EMBC, BC MEnv, TC, Harley Marine, CCG Western Region, and NCC/Incident Management/comms reps from Ottawa

3. TC. Spoke to inspector. Holes have been drilled. Epoxy being injected. Expect TC decision on certification of safe to sea this evening. Perhaps as soon as 2 hours, after another dive can be conducted to inspect. If all goes well, vessel will be cleared fo departure as soon as this evening.

4. WCMRC. As per previous update, booms will be removed once TC safe to sea clearance is given. Even if safe to sea certification is given this evening, boom will be removed tomorrow.

5. Jeff Brady. Involved in TC and Heiltsuk updates.

6. Heiltsuk. No update.

7. Gordon Reid. No update.

8. Harley Marine. Should this evening's inspection pass, plan is to commence tow tomorrow (02 December) at or near noon. Still working with USCG on tow plan.

9. Call tomorrow at 1100 EST. I can field.

Derek

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Moss, Derek
Sent: Friday, December 1, 2017 5:38 PM
To: Pelletier, Mario; Lick, Gregory; Ivany, Gary; Lebel, Mathieu; Mougeot, Alyssa; Lemieux, Jessica; Parisien, Renée; Lockhart, Tara; Olson, Kathleen
Cc: Justice, Robert; Brickett, JJ
Subject: Jake Shearer and barge

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Reference: Incident telecon 1700hrs 1 December

Items:

1. Weather. Winds increasing S 20-30 overnight. No concerns raised.

2. WCMRC, Gordon Reid, Heiltsuk, USCG, FN Health Authority, EMBC, BC MEnv, TC, CCG Western Region (including ICP), and NCC/Incident Management/Comms reps from Ottawa

3. TC. Divers still working on crack on barge. New tow plan expected to be delivered by Harley Marine. Once tow plan delivered, TC will inspect. No pilot is required for the voyage. BC Pilotage authority confirmed.

4. WCMRC. Asked when they could remove booms. Told that once TC certifies vessels safe, booms can be removed.

5. Jeff Brady. Divers conducting repairs. Drilling out to end of cracks, after which fill will be put in place. No confirmed time of completion, but should be today. Jeff will be the liaison between TC and WCMRC and will pass on info when inspection is complete so that booms can be removed.

6. Heiltsuk. No comments. Standing by for tow plan.

7. Gordon Reid. Finishing bunkering. Standing by in Hardy Bay. Have a SAR exercise tomorrow but will be able to depart that if needed.

8. I have asked (by email to Harley Marine) for the tow plan. They offered.

9. Although not discussed during this telecon, earlier discussions with NHQ comms team resulted in plan for one more comms release (tweet) once tow is safely underway.

10. Another telecon at 1900 EST. I can field.

Derek

Sent from my BlackBerry 10 smartphone on the Rogers network.

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Bartnik, Sarah

From: Rogers, Juanita
Sent: December-01-17 8:54 AM
To: Daradics, Anya
Cc: Chiang, Eric
Subject: RE: Jake Shearer Hotwash

Please see my one date correction provided earlier just in email, and a new addition for local Resource Management – my apologies, I have just been made aware that we were also contacted directly by the ROC.
Changes in red.



Process now.docx

Juanita
(T) 250-756-7268 (C) [redacted]

-----Original Appointment-----
From: Daradics, Anya
Sent: November-30-17 12:16 PM
To: Daradics, Anya; Cauffope, Genevieve; O'Grady, Liane; Herborg, Matthias; Chiang, Eric; Benoy, Nicholas; Rogers, Juanita; Cottrell, Paul; Savard, Greg; Sanderson, Leslie; Groves, Steven
Subject: Jake Shearer Hotwash
When: December-06-17 1:00 PM-3:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: DFO CONF Vancouver-401BurrardSt-13-Somass CONF MPO

Good Afternoon,

We are preparing to have a Hotwash discussion next Wednesday on the Jake Shearer incident. I have added an extrea hour to the calendar, as it may take longer based on the feedback so far.

Things to be discussed:

- Notifications – processes
- Roles and Responsibilities – What you or your section thought was their responsibility / in reality, what was your responsibility
- Info Sharing - Was it enough, not enough. Collaboration/Coordination on gathering information and pushing that information to the correct people that required it.

Please feel free to provide comments and feedback early, and I will wrap as much up as I can to pass out to everyone ahead of time to make the flow of the meeting go quicker.
If there are other issues you'd like to discuss, please let me know.

Thank you.

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1-877-413-4788
[redacted]

Anya Daradics
Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-2025
Cel [redacted]

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Process now (drafted from Greg's summary ppt – did we do better than assessed?)

1. Notification to DFO quickly from EMBC, NEEC and others
    - **Sunday November-26, 6:37 PM** CCG ROC report to large distribution including NEEC, EMBC and CSSP Coordinator.
    - **Sunday, November 26, 2017 8:41 PM** First NEEC report to our CSSP Coordinator arrived.
    - **Monday 6:34 AM** NEEC Updates 1 & 2 forwarded to Program Lead SCA after she summarized the CBC News coverage in notification of potential incident to her group plus OPP, Eric Chiang. [redacted]
    - Program Lead SCA also forwarded the first notifications to ECCC MWQMP, DFO North Coast RM and DFO ARM to let them know she will be first point of contact on CSSP for the day.
    - **Monday 3:39 PM** NEEC Update 5 and 6 to Program Lead SCA from ECCC. The CSSP Coordinator received the NEEC updates in varying 'packages' and only the latest was advanced to others in the unit:
        - Initial NEEC report – Sunday (8:41 pm)
        - Update 1 and 2 – Monday (2:55 am)
        - Update 3, 4, 5 – Monday (2:35 pm)
        - Update 6 – Monday (3:38 pm)
        - Update 7 – Tuesday (2:56 am)
    - **Monday 5:26 PM** OPP distribution of Update 6 to RD's and Species Coordinators, plus Program Leads SCA & NCA; *original from NEEC had some formatting issues and notification that the tug Jake Shearer had now also take on water was almost overlooked (could have been a second incident?).*
    - **Tuesday 2:56 AM** NEEC Update 7 received by CSSP Coordinator and (5:49 AM) forwarded to Program Lead SCA.
2. Triage, communication and engagement not as smooth
    - As above plus…
    - **Monday 8:00 AM** Acting CSSP Coordinator tasked to collate information on bivalve & trawl fisheries; Program Lead SCA collated information on invert dive & trap fisheries.
    - **Monday 8:09 AM** A summary of all licensed invert fisheries in Area 7/107 distributed to OPP and invert staff.
    - **Monday 10:55 AM** OPP contacted RM and MarMamm with update and request for info. *Were all RM sectors (salmon, groundfish, pelagics) and Areas (North Coast) contacted?*
    - **Monday 11:01 AM** Detailed list of active invert fisheries in Area 7/107 distributed to OPP and invert staff.
    - Since the OPP update noted the CCG request to prepare staff for site visit, Program Lead SCA briefed the Area Director (based on Seaforth experience, all staff were notified to prepare for on-grounds work so this approach was initiated again).
    - **Monday 11:23 AM** The OPP GIS Unit contacted Regional RM program delivery requesting an up to date list of fishery openings, closures, and other variation notices; he was provided the invertebrate 11:01 AM report. *Did the GIS Unit review Fishery Notices for Area 7/107 to conduct an analysis of active fisheries? Did this request get distributed further to operational staff in the Areas, or was it responded directly by the Species Coordinators? Did all sectors/Areas respond?*
3. CCG triages all events in marine and take on leadership of ship-sourced events, TC & others may lead non-ship events
    - No further comment at this time

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4. Comms in DFO to engage/organize response actions requires work
    - As above plus...
    - **Monday 12:41 PM** ROC Brief 3 distributed to OPP, MarMamm. Confirmed no pollution, and barge under tow to safety.
    - **Monday 1:19 PM** RD RM distributed ROC Brief 3 to non-salmon Species Coordinators and Program Lead SCA. *Were Salmon RM and North Coast Area engaged?*
    - **Monday 2:19 PM** ROC Brief #4 distributed by OPP to larger distribution, *including Salmon and North Coast Area.*
    - **Tuesday 10:49 AM** OPP update to RD's and Species Coordinators, plus Program Leads SCA & NCA regarding EU meeting.
    - Two subsequent OPP updates to DFO staff, including ROC Brief 4, but no official "stand down". *Should we implement a more formal "stand down" so that staff can understand if they may or may not return to their core work?*
5. Regardless of lead, ICS is set up – logistics, planning, operations (EU and main DFO role), finance/admin
    - No further comment at this time
6. R&R gaps in all DFO programs, external agencies, DFO's matrix organization of Region/Area model, FM support in three areas (close fish, ongoing info support to EU, open fish)
    - As above plus...
    - **Tuesday 8:00 AM** DFO RM inverts did not participate in EU meeting; received short update from ECCC at **9:24 AM** (nothing internally until later).
7. Expertise, capacity, training – limited DFO expertise, need to ID key positions, polluter pay principle (not perfect), sampling guidelines (FPP contract for standards)
    - No further comment at this time
8. Consultation – internally and externally
    - CSSP bivalves – MOU relationship defined in Manual of Operations for ECCC, CFIA and DFO on bivalves alone. Decisions to close/re-open are made on 'reason to believe there is contamination'; there is no public consultation other than to announce the decision.
    - Other invertebrates – DFO makes decision to close also based on 'reason to believe'; there is no public consultation on closure other than to announce the decision. *However, the decision to re-open based on advice from science, health authorities and others is part of our longer term discussion, including how/when/why we would consult.*
    - Other fish – presumably as above, but not defined anywhere?

FM roles and responsibilities for discussion (drafted from Greg's summary ppt – did we do better than assessed?)

1. Develop inventory of resources/fisheries by area (links with Oceans)
    - See above for this incident, but also note the work initiated on Gridded Landings, Effort and Value has not continued (?), nor has the establishment of simple 'fisheries footprints' as recommended in September. *Ideas – building a database of commercial licences by Subarea is a very simple, effective tool as it tells us immediately where to look for more info on potentially active fisheries (no point in looking for detailed info on Area 130 if no-one is ever licensing to fish there). Likewise, information regarding known non-commercial activity (creel/IREC/FSC Managers Database) will provide similar, although admittedly incomplete. Several commercial fishery resources are now mapped in GIS; with this information, one can assume if the resource is present for commercial fisheries, there are likely non-commercial fisheries occurring as well.*
2. Consult with FN, stakeholders re closures

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- Since there was no ECCC recommendation on bivalves (all Areas 7 to 10 closed due to biotoxin), no First Nations were contacted by RM Inverts.
- *Who initiated the DFO contact with the Heiltsuk Nation? They were engaged with the media almost immediately and noted the presence of important salmon, crab and seaweed harvesting grounds, plus marine mammal presence. What role/responsibility has been defined for DFO staff?*

3. Brief senior mngrs
   - As above plus…
   - **Wednesday 8:24 AM** Update to to RD's and Species Coordinators, plus Program Leads SCA & NCA.
   - *Did the RD's FM and RM distribute further?*
4. Take fishery closure actions
   - None needed, but once advice to close is received:
     - Bivalves – Prohibition Order request to RDG for decision.
     - Other fish – varying procedures used in past (PO or Variation Order), *see Regulations for detail/advice.*
5. Communicate closure actions
   - None needed, but once advice to close:
     - Bivalves – Fishery Notice publication, update Web.
     - Other fish – same.
6. Support ongoing info request for EU – species inventory/fisheries info further developed, assemble any science/stad info available, input to scope/conduct of sampling & results, conduct consultation
   - As above for inverts. *What other inventory information was provided? In a timely way? Were the data consistent in scope, utility?*
7. Business resumption – ongoing info, decisions, briefing, consultation
   - What steps, with whom, for what purpose and under what timelines for ongoing support? Operational staff will return to core workplan; *assuming a short list of contacts will be maintained to coordinate business as needed? When do briefings from first contact operational staff move to a more strategic approach (as above, when are we directed to "stand down"?).*

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Jake Shearer Recreational fisheries

Groundfish:

- Bottom fish all
- Halibut

Salmon:

- Coho
- Salmon All

Other:

- Other

Shellfish By Trap:

- Prawns
- Crab

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Rec fishing data context.txt

Created by: Nick Benoy
Created on: Nov 28th, 2017 @ 1245

The recreational fishing maps cannot be viewed externally because the dataset is incomplete and has not yet been vetted by the relevant SMEs.

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Jake Shearer vs Nestucca

2018-March-18
3:48 PM

Subject	**Jake Shearer vs Nestucca**
From	Herborg, Matthias
To	Chiang, Eric; Stuyt, Shannon; Daradics, Anya
Sent	2017-December-01 12:03 PM

Hi

Just looked at some of the old papers; for comparison the Nestucca spilled 875'000L of Bunker C vs the 31.5Million liters of Diesel and Gas on the Jake Shearer.

It is different products but still, we were very lucky.

Matthias

From: Chiang, Eric
Sent: 2017-November-30 11:13 AM
To: Lowe, Carmel; Herborg, Matthias; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc: Stuyt, Shannon; Daradics, Anya
Subject: RE: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #3

Looks like it's confusion between Ga and L.

https://www2.gov.bc.ca/gov/content/environment/air-land-water/spills-environmental-emergencies/spill-incidents/potential-tug-jake-shearer-sw-of-bella-bella

Correction: The *Jake Shearer* tug and fuel barge are carrying a combined total of approximately 12.4 million L of gas and diesel fuel. They were originally reported to be carrying approximately 3.5 million L of diesel and 500,000 L of gasoline. These numbers were mistakenly understood as litres instead of gallons.

Eric

From: Lowe, Carmel
Sent: 2017-November-30 10:20 AM
To: Herborg, Matthias; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: RE: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #3

Thanks Matthias – much appreciated. Any idea how the misreporting of the fuel volume came about?

Carmel

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Carmel Lowe, Ph.D.

Regional Director Science | Directrice régionale des sciences

Fisheries and Oceans Canada | Pêches et Océans Canada

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Carmel.Lowe@dfo-mpo.gc.ca
Telephone | Téléphone 250-756-7177
Facsimile | Télécopieur 250-729-8360
Government of Canada | Gouvernement du Canada

From: Herborg, Matthias
Sent: Thursday, November 30, 2017 9:51 AM
To: Lowe, Carmel <Carmel.Lowe@dfo-mpo.gc.ca>; Kennedy, Eddy <Eddy.Kennedy@dfo-mpo.gc.ca>; Holmes, John <John.Holmes@dfo-mpo.gc.ca>; Taylor, Nathan <Nathan.Taylor@dfo-mpo.gc.ca>; Houston, Kim <Kim.Houston@dfo-mpo.gc.ca>; Prince, Dave <Dave.Prince@dfo-mpo.gc.ca>; MacDougall, Lesley <Lesley.MacDougall@dfo-mpo.gc.ca>; O, Miriam <Miriam.O@dfo-mpo.gc.ca>
Cc: Stuyt, Shannon <Shannon.Stuyt@dfo-mpo.gc.ca>; Chiang, Eric <Eric.Chiang@dfo-mpo.gc.ca>; Daradics, Anya <Anya.Daradics@dfo-mpo.gc.ca>
Subject: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #3

Hi

Just to close the loop I thought I give you an update on the Jake Shearer situation, the really noteworthy part is that for four days we all worked with completely wrong numbers as far as the size of a potential spill. See the summary from Eric Chiang who is participating on the Incident Command Post calls:

Update:

- There was a misreporting of volumes aboard the two vessels (Barge + Tug). In contrary to ~3.5M litre of diesel and 0.5M litre of gasoline previously reported, the new estimate is ~ 13.3M litre combined.
- TC inspections (2 types based on 2 classes of vessels) ongoing and/or near complete. Will issue clearance before vessels can be underway again.
- Divers found 3 small cracks on the hull of Jake Shearer. Patched them up and believed to have no concern now.
- US Coast Guard is also sending down an inspector from Alaska - ETA noon today. Owner and USCG will work together on the vessel's seaworthiness and clearance to enter Alaskan waters. This is a separate process.
- Owner Harley Marine is working on tow plan to submit to USCG and TC today.
- ICP in Port Hardy has established two triggers for standing down:
    - TC clearing the vessels to sail
    - Harley Marine supplying a statement in writing on the seaworthiness of the vessels.
- EU Update: Resource At Risk ICS 232 has been established based on agencies and HN inputs.
- Next call 1400 today

COMMON OPERATING PICTURE

We also realized during this incident that we can access the CCG's Common Operating

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Picture website. This is accessible through intranet only and provides CCG's realtime perspective on any incidents on the water. I found it far more accurate than public marine AIS sites during this incident in particular. Layers of interests also include charts (coast wide!), vessel traffic, and tides etc. We've been cleared to distribute this within DFO in hopes of improved response linkages.

DFO Common Operation Picture web mapping tool: https://cop-poc.dfo-mpo.ca/

See also the attached user manual

Matthias

From: Herborg, Matthias
Sent: 2017–November-27 6:26 PM
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE #2

Hi

Just to update you on the events of the day, the Jake Shearer and its barge are now in a sheltered bay (Norman Morrison Bay) of Seaforth Channel, being towed their by the Gulf Cajun with the CCG Gordon Reid following close by. The Jake Shearer (the tug not the barge) has reported taking on 1,700 gallons of water on their port bow fuel tank, however there is indication of damage to the hull or fuel tank.

A Transport Canada overflight found no sign of a fuel leak, and the West Coast Marine Response Cooperation is on site and will boom the barge and tug overnight. Transport Canada will inspect the barge tomorrow. Barge owner Harley Marine is continuing to send equipment and personnel.

CCG Environmental Response (CCG ER), who has taken over the command as of 1500 today, is standing up an Incident Command Post at the Port Hardy Fire Hall; CCG is now approaching the incident under ICS framework. Within The Incident Command Post the Environmental Unit is stood up, with the first coordination call tomorrow at 0830hrs.

BC MoE has been actively collecting and collating resource at risk information for Seaforth Channel and Norman Morrison Bay area as precaution, based on Nathan E Stewart incident materials. CCG expects the incident management to run for another 48 – 72 hrs, if all runs smoothly.

The weather is continued to be a major issue with another major storm system coming through the area right now.

Based on this there might be further request for information, depending on further developments. I had a great response from SME's and appreciate everybody's timely and detailed response.

I am attaching the ECCC national Environmental Emergency Center (NEEC) notifications in case you want more details and a bit of a timeline, they are a bit weird, oldest information at the beginning, most recent at the end.

Next update: Tomorrow if anything changes

Thanks for everybody's help

Matthias

From: Herborg, Matthias
Sent: 2017–November-27 7:30 AM
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave; MacDougall, Lesley; O, Miriam
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya

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Subject: RE: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - UPDATE # 1

Hi

Just to provide a quick update from this morning, there has been no further pollution report been issued by the Coast Guard so it looks like no spill has occurred at this point.

Based on the information on Emergency BC the Gordon Reid is assisting the Barge and the Coast Guard is setting up an Incident Command Post. The West Coast Marine Response Cooperation is being contacted and deploying its vessels to the staging area. The Provincial Response Officers will be deploying this morning

https://www2.gov.bc.ca/gov/content/environment/air-land-water/spills-environmental-emergencies/spill-incidents/potential-tug-jake-shearer-sw-of-bella-bella

Eric Chiang has reached out to Canadian Coast Guard Environmental Response Unit last night and indicated that we (DFO Oceans and Science) are available.

There is a lot of commenting on twitter #JakeShearer

Based on the twitter feed and the Marine Vessels AIS website a larger tug is approaching the vessel of concern.

I will send you further updates if the situation changes.

Matthias

From: Herborg, Matthias
Sent: 2017–November-26 9:08 PM
To: Lowe, Carmel; Kennedy, Eddy; Holmes, John; Taylor, Nathan; Houston, Kim; Prince, Dave
Cc: Stuyt, Shannon; Chiang, Eric; Daradics, Anya
Subject: HEADS UP LARGE FUEL BARGE AT RISK OF BELLA BELLA- JAKE SHEARER - INITIAL

Hi

Please see below the notification from Coast Guard regarding a fuel barge with 3.4 Million liters adrift of Bella Bella. Three tugs and the Gordon Reid are assisting and no fuel has been spilled so far. I will send an update tomorrow morning.

There is also an article http://www.cbc.ca/news/canada/british-columbia/fuel-barge-off-coast-of-bella-bella-bc-1.4420713 on the CBC.

As you are probably aware its just over a year after the Nathan E Stewart in the same area, which is still an ongoing issue with the local First nations.

Matthias

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–November-26 6:37 PM
To: Brickett, JJ; Alois Schonenberger - A/Victoria HarbourMaster; Barrett, Paul; Brady, Jeff; Gladson, Brandy; CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Cunningham, Barry; Elford, Dale; Desrosiers, Jason; ECCC; EMBC - PECC; Environment Canada; PAC Env Incident / Incident Env Pac (DFO/MPO); Evans, Clay; Farrell, Randy; Fehr, Amanda; Girouard, Roger; Goffic, Jody; Gordon, Elysha; Grant, Janet; Gray, Scott; Hache, Gabe; Harbour Master Nanaimo; Harbour Master Prince Rupert; Harbour Master Vancouver; Harbour Master Victoria (ZP); Harris, Piper; Henthorne, Colin; Hunt, Cliff; Imbeau, Michelle; Lanthier, Marc; Lastik, Darryl; Leonard, Mike; Lick, Gregory; Main Ops Officer / Agent principal des Ops (DFO/MPO); Martens, Michael; McCann, Timothy; McNish, Joanne; MCTS Prince Rupert Supervisor; MCTS Victoria; Meggison, Joe; Morin,

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Michel; Murdock, Philip; NASP; Moss, Derek; Navigation Protection Program; NCC / CCN (DFO/MPO); Oliver, Gillian; PAC Radio Room / Salle de radio PAC (DFO/MPO); Pelletier, Mario; Pickrell, Susan; Piper Harris; Prieur, Cloe; Prince Rupert; ROC Planning Officer / agent de planification COR (DFO/MPO); ROC1 / COR1 (DFO/MPO); ROEC Pacific / BRCE Pacifique (DFO/MPO); Sharun, Christina; Smith, Laura; Snow, Carl; Statham, Art; Swift, Greg; TC Marine Safety - Ottawa; TC Marine Safety - Vancouver; TC Pollution Control Aircraft (MART; Thomas, John; Transport Safety Board - Pacifgic; Verret, Gilles; Walker, Matthew; Ward, Kelly; Webb, Nathan; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Williams, Susan; Wong, Helen; Wootton, Brian; Yager, Tyler
Cc: EMBC - PECC
Subject: 0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

POLLUTION REPORT

0833 - ALERT - 2017 - POL - ROC - JAKE SHEARER - INITIAL

CANADIAN COAST GUARD – WESTERN REGION – REGIONAL OPERATIONS CENTRE

GENERAL INFORMATION-
POLLUTION REPORT

DATE/TIME OF REPORT:	2017-11-26 1509 PDT
DATE/TIME OF SPILL:	POTENTIAL
REPORTING PARTY/CONTACT INFO:	COAST GUARD JOINT COORDINATION CENTRE / REGIONAL OPS CENTRE

SITUATION DETAILS

LOCATION/POSITION :	51 49.4 N 128 30.8 W GOSLING ROCK – GOOSE ISLAND GROUP, BC	
TYPE OF POLLUTANT:	POTENTIAL	
QUANTITY:	3.4 MILLION LITERS	COLOUR /ODOUR :
ORIGIN:	JAKE SHEARER BARGE	
WEATHER CONDITIONS:	S-SW 40 KNOTS	
ADDITIONAL INFORMATION:	AT 1541PST THE ATB JAKE SHEARER CALLED AFTER BEING STRUCK BY A ROGUE WAVE AND BECOMING COMPLETELY DISCONNECTED FROM A LADEN FUEL BARGE. WEATHER CONDITIONS TOO ROUGH FOR THE CREW TO BE ABLE TO PUT ANYONE ON BOARD THE BARGE. THE TUG NORTH ARM PROWLER RESPONDED TO THE CALL AND OFFERED ASSISTANCE. MCTS CONTACTED THE NORMA H AND THE OCEAN CLIPPER AS WELL TO PROVIDE ASSISTANCE. THE NORTH ARM	

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	PROWLER AND THE OCEAN CLIPPER WERE TASKED TO TAKE THE TOW FROM THE NORMA H WHO WOULD THEN PROCEED TO ASSIST THE JAKE SHEARER. NORMA H ETA 2300PST. THE CCGS GORDON REID WAS ALSO TASKED TO PROCEED AND ATTEMPT TO HOLD THE BARGE IN POSITION. ETA ON SCENE IS 1930PST.

VESSEL INFORMATION (IF APPLICABLE)

VESSEL NAME:	JAKE SHEARER
CALL SIGN AND MMSI:	MMSI 367677120
OVERALL LENGTH (LOA) :	34 METERS
VESSEL TYPE:	PUSH TUG
OWNER/AGENT/FLAG:	
ADDITIONAL INFORMATION:	BARGE ADRIFT IS 425 FT X 75 FT – DRAFT 20 FT

ALERT LIST (NAME AND DATE/TIME OF VERBAL ALERT)

CCG-W ER DUTY OFFICER	2017-11-26 JG
TC MARINE SAFETY - VANCOUVER (ONLY IF A VESSEL IS INVOLVED)	2017-11-26 Click here to enter text.
VANCOUVER HM (ONLY WITHIN HARBOUR OR SHIP BOUND FOR HARBOUR)	Click here to enter a date. Click here to enter text.
Area MCTS Centre	Click here to enter a date. Click here to enter text.
DFO PUBLIC AFFAIRS (NEWS POTENTIAL ONLY)	Click here to enter a date. Click here to enter text.
ROC OFFICER:	SO

REGIONAL OPERATIONS CENTRE - WESTERN
CANADIAN COAST GUARD/GOVERNMENT OF CANADA
DFO.ROC1-COR1.MPO@dfo-mpo.gc.ca /TEL: 250-413-2842

Pêches et Océans Canada
Canadian Coast Guard
Garde côtière canadienne

Canada

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Inactive **Subtype of Event:** Amended
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 26/11/2017 23:41 UTC
Remark: Amended - 17/11/27 00:43:22 UTC - RUP - INNAV_rup02 - RM
Start Date:17/11/26 23:38:00 UTC
Frm:JAKE SHEARER - Src:11CAL - 17/11/26 23:41:47 UTC
LOST CONTROL OF BARGE
51 45.78
128 20 1
9 POB
IMMED DANGER/BRKG LOOSE FM BARGE
AFLOAT NOT TAKING ON WATER,
40-50KTS, UGLY SEAS, 15+ WINDS
STABLE, DRIFTING, DRIFTING, BARGE AND TUG AFLOAT
DIESLE AND UNLEADED,GAS 3.4 MILLION
/1.8 NO 1 DIESEL / 468 THOUSAND REG
NOT IN IMMEDIATE DANGER

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** LR
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 26/11/2017 23:43 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Remark: Start Date:17/11/26 23:42:00 UTC
Frm:JAKE SHEARER - Src:83KL - 17/11/26 23:43:07 UTC
RE LOST BARGE//R WHAT DIRECTION IS THE DRIFT//R WNW, DO NOT KNOW IF WE WILL BE ABLE TO GET A LINE ON//R CALL AGAIN 15MIN//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** LR
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 26/11/2017 23:44 UTC
Remark: Start Date:17/11/26 23:43:00 UTC
Frm:GR - Src:83CA - 17/11/26 23:44:54 UTC
HEARING PARTS OF TX, UPDT//R PSD // R WILL GET U/W IN RSI WILL HEAD OVER//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** LR
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 26/11/2017 23:46 UTC
Remark: Start Date:17/11/26 23:45:00 UTC
To:JRCC/ROC - Src:1709 - 17/11/26 23:46:04 UTC
RE BARGE LOSS/R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** LR
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 26/11/2017 23:48 UTC
Remark: Start Date:17/11/26 23:47:00 UTC
To:NORTH ARM PROWLER - Src:83CA - 17/11/26 23:48:08 UTC
RE JAKE SHEARER, POSN?//R PSD//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: LR
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 26/11/2017 23:48 UTC
Remark: Start Date:17/11/26 23:48:00 UTC
To:JRCC - Src:1709 - 17/11/26 23:48:31 UTC
RE LST//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: LR
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 26/11/2017 23:49 UTC
Remark: Start Date:17/11/26 23:48:00 UTC
To:NORTH ARM PROWLER - Src:83CA - 17/11/26 23:49:04 UTC
RE LST//R WILL GET BK WITH ETA//R

Situation: GEN
Center: RUP
Sector: RUPSAFE02
Initial: BF
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 26/11/2017 23:51 UTC
Remark: Start Date:17/11/26 23:50:00 UTC
Frm:RCC - Src:1709 - 17/11/26 23:51:19 UTC
CONTACT NORMA H AND ASK WHAT CARGO ASK IF THEY CAN RELEASE OR SECURE AND PROCEED TO ASSIST JAKE SHEARER//R

Situation: GEN
Center: RUP
Sector: RUP02
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 26/11/2017 23:52 UTC
Remark: Start Date:17/11/26 23:47:00 UTC
Frm:TAKU WIND - Src:11KLE - 17/11/26 23:52:04 UTC
WILL HLD FOR WX OVERNIGHT IN MCI WSN DUP AREA//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: LR
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 26/11/2017 23:54 UTC
Remark: Start Date:17/11/26 23:53:00 UTC
Frm:JRCC - Src:1709 - 17/11/26 23:54:12 UTC
JAKE SHEARER IF THEY CAN GET BARGE ID AND SIZE FOR US//R

Situation: GEN
Center: RUP
Sector: RUP02
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 26/11/2017 23:54 UTC
Remark: Start Date:17/11/26 23:53:00 UTC
Frm:NORMA H - Src:11CAL - 17/11/26 23:54:28 UTC
TOW?//1 empty log barge//RCC ASKING IF YOU CAN RELEASE AND TIE UP TOW AND PROCEED TO SOUTH OF GOO TO ASSIST JAKE SHEARER//STD BY

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: LR
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 26/11/2017 23:57 UTC
Remark: Start Date:17/11/26 23:54:00 UTC
To:JAKE SHEARER - Src:83CA - 17/11/26 23:57:18 UTC
RE LST//R ZIDEL 277 CLOSE TO 420FT LONG 75FT WIDE FULLY LOADED, JUST TRYING TO GET THINGS SITUATED, PINS BROKE, TOW PINS THAT KEEP US ON BARGE SHEARED OFF INSIDE KEEPERS AND SLAMMED AGAINST BARGE, CHKING TO MAKE SURE IT IS NOT TAKING ON WATER AND CREW IS SAFE, CHKING BARGE FOR COND TO GET DRIFT SPEED , LARGE ROGUE WAVE OVER 20FT, 35-45KTS WIND AND UP TO 12-15FT SEAS ALL OUT OF THE SE, HUGE WAVE PICKED UP STERN, WILL CALL WHEN ALONGSIDE BARGE, LOST A LOT OF ELECTRONICS, WAIT PHONE IS BACK//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: LR
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 26/11/2017 23:57 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/26 23:57:00 UTC
Frm:NORTH ARM PROWLER - Src:83CA - 17/11/26 23:57:55 UTC
ETA 1920//R WX IS UGLY//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** LR
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 26/11/2017 23:58 UTC
Remark: Start Date:17/11/26 23:58:00 UTC
To:CSJ - Src:83CA - 17/11/26 23:58:42 UTC
BAB//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** LR
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:00 UTC
Remark: Start Date:17/11/26 23:58:00 UTC
To:JRCC - Src:1709 - 17/11/27 UTC
RE LST//R IS HE ABLE TO TOW RATHER THAN PUSH//R I WILL ASK//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** LR
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:00 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST CENTER			
RUP02				
RUP03				
... more ...				

Remark: Start Date:17/11/27 UTC
Frm:GR - Src:83CA - 17/11/27 00:00:35 UTC
AWAY, ETA 1900-1930 ON SCN//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** LR
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:01 UTC
Remark: Start Date:17/11/27 UTC
To:JAKE SHEARER - 17/11/27 00:01:55 UTC
RE JRCC//R WILL NOT TRY TO PUSH IT BECAUSE OF PINS, WILL TRY TO RECOVER LINE TO TOW IT THAT WAY, [redacted] TO GET CREW ON DECK // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE02 **Initial:** BF
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:01 UTC
Remark: Start Date:17/11/27 00:01:00 UTC
Frm:RCC - Src:1709 - 17/11/27 00:01:57 UTC
CNFM IF ANY PERSONS REMAINING ON BARGE//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** LR
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:02 UTC
Remark: Start Date:17/11/27 00:02:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 00:02:30 UTC
IS ANYONE ON THE BARGE//R NEG AND RE LST//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:09 UTC
Remark: Start Date:17/11/27 00:06:00 UTC
Frm:NORMA H - Src:83CA - 17/11/27 00:09:21 UTC
RE LOST BARGE//R SEAS WOULD BE A PROBLEM, ARE THEY FAR ENOUGH OFF, IT WOULD TAKE US 5HRS TO GET THERE//R I WOULD NOT ENCOURAGE YOU TO GO IF IT IS NOT SAFE FOR YOU, UPDT //R PSD//R I IWLL GO UP TO FIT IF YOU CAN KEEP ME POSTED, IT WOULD BE AT LEAST 5 HRS, WOULD HAVE TO TRY TO CHASE THEM WITH MY BARGE//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:10 UTC
Remark: Start Date:17/11/27 00:09:00 UTC
To:JRCC - Src:83CA - 17/11/27 00:10:39 UTC
RE LST//R MAYBE HE COULD MEET NORTH ARM PROWLER TO SWAP TOW//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:12 UTC
Remark: Start Date:17/11/27 00:10:00 UTC
To:NORMA H - Src:83CA - 17/11/27 00:12:46 UTC
RE LST//R IF WE CAN MEET PAST DUG TO HAND OFF, WE COULD BE DUG 2HRS//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:13 UTC
Remark: Start Date:17/11/27 00:13:00 UTC
To:NORTH ARM PROWLER - Src:83CA - 17/11/27 00:13:29 UTC
RE LST, ETA TO DUG AND WOULD YOU BE ABLE TO TAKE BARGE?//R 3 1/2HRS //R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:15 UTC
Remark: Start Date:17/11/27 00:14:00 UTC
To:JRCC - Src:1709 - 17/11/27 00:15:23 UTC
RE LST//R ARE THE TWO TUGS TALKING//R TOO FAR APART, GET PROWLER TO MEET NORMA H TO PROCEED//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE02 **Initial:** BF

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:17 UTC
Remark: Start Date:17/11/27 00:16:00 UTC
Frm:RCC - Src:1709 - 17/11/27 00:17:54 UTC
GIVEN POTENTIAL TOW EXCHANGE BETWEEN PROWLER AND NORMA H - TELL GORDON REID MAKE BEST SPEED TO GET LINE ON BARGE AND HOLD IT IN POSN UNTIL NORMA H GETS THERE//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:18 UTC
Remark: Start Date:17/11/27 00:15:00 UTC
To:NORTH ARM PROWLER/NORMA H - Src:83CA - 17/11/27 00:18:00 UTC
RE LST//R PROLLY 3HRS BEFORE BEING ABLE TO GET BARGE OFF//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:19 UTC
Remark: Start Date:17/11/27 00:18:00 UTC
To:NORMA H - 17/11/27 00:19:12 UTC
SHOULD BE ON SCN 6HRS//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:20 UTC
Remark: Start Date:17/11/27 00:20:00 UTC
To:GORDON REID - Src:83CA - 17/11/27 00:20:24 UTC
RE OCEAN CLIPPER, CAN U RELAY FOR US//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:21 UTC
Remark: Start Date:17/11/27 00:20:00 UTC
Frm:OCEAN CLIPPER - Src:83CA - 17/11/27 00:21:32 UTC
WILL CHK WITH CAPT TO SEE IF WE CAN TIE UP BARGE, BUT PRETTY BIG BARGE, MAYBE MBR WE COULD TAKE THE EMPTY BARGE, WILL SEE WHAT CPT SAYS//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:22 UTC
Remark: Start Date:17/11/27 00:21:00 UTC
To:GORDON REID - Src:83CA - 17/11/27 00:22:19 UTC
RE JRCC//R ETA STILL 1930//R

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s.19(1)

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:23 UTC
Remark: Start Date:17/11/27 00:22:00 UTC
To:JRCC - Src:1709 - 17/11/27 00:23:20 UTC
RE LST//R ALSO FROM TUG WILL NEED DRAFT //R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:25 UTC
Remark: Start Date:17/11/27 00:23:00 UTC
To:JAKE SHEARER - Src:83CA - 17/11/27 00:25:42 UTC
RE LST//R 19.3 20.6 STERN DRAFT, NOT TRIED TO GET BARGE, [redacted] STILL NOT SAFE TO GET ANYONE ON BARGE, OTHER OPTIONS OF DEPLOYING ANCHOR ON BARGE, STILL TRYING TO GET TUG ORGANIZED, TRYING TO GET POSN, LOST SOME ELECTRONICS // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:26 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 00:25:00 UTC
To:JRCC - 17/11/27 00:26:01 UTC
RE LST//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:26 UTC
Remark: Start Date:17/11/27 00:26:00 UTC
Frm:JAKE SHEARER - Src:83CA - 17/11/27 00:26:39 UTC
MAYBE UP TO 55KTS, SEAS STILL BLOWING OFF THE TOPS, SEAS MORE LIKE 12FT NOW// R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:28 UTC
Remark: Start Date:17/11/27 00:27:00 UTC
To:JRCC - Src:1709 - 17/11/27 00:28:29 UTC
RE LST//R ARRANGEMENT BTW NAP AND NORMA H, SO OCEAN CLIPPER AND NAP CAN GET BARGE OFF NORMA H ASAP//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:30 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Remark: Start Date:17/11/27 00:28:00 UTC
To:OCEAN CLIPPER - Src:83CA - 17/11/27 00:30:02 UTC
RE LST//R WE WILL HANG IN VICINITY OF MBR AND WAIT FOR THE H, AND WE CAN TAKE BARGE, WILL BE JUST INSIDE DUG

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:30 UTC
Remark: Start Date:17/11/27 00:30:00 UTC
Frm:JAKE SHEARER - Src:83CA - 17/11/27 00:30:27 UTC
51 47.6N 128 30.0W STILL PLOTTING SPEED AND DIRECTION// R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:31 UTC
Remark: Start Date:17/11/27 00:30:00 UTC
To:OCEAN CLIPPER - Src:83CA - 17/11/27 00:31:01 UTC
ETA FOR MBR//R 45MIN-1HR

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:33 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 00:31:00 UTC
To:NORMA H - Src:83CA - 17/11/27 00:33:53 UTC
RE LST//NRH (NOT ON 83A)

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:34 UTC
Remark: Start Date:17/11/27 00:34:00 UTC
To:JRCC - Src:1709 - 17/11/27 00:34:54 UTC
RE LST//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:39 UTC
Remark: Start Date:17/11/27 00:38:00 UTC
Frm:NORTH ARM PROWLER - Src:83CA - 17/11/27 00:39:09 UTC
ALMOST AT NAL PASS, DO YOU WANT ME TO PROCEED//R LET ME CALL JRCC//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:39 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Remark: Start Date:17/11/27 00:39:00 UTC
Frm:JAKE SHEARER - Src:83CA - 17/11/27 00:39:34 UTC
PLOTTED BARGE THINK IT IS 2.4KTS NW//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:39 UTC
Remark: Start Date:17/11/27 00:39:00 UTC
Frm:JAKE SHEARER - Src:83CA - 17/11/27 00:39:50 UTC
325'

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 00:41 UTC
Remark: Start Date:17/11/27 00:40:00 UTC
Frm:JAKE SHEARER - Src:83CA - 17/11/27 00:41:35 UTC
WINDS HAVE DIED DOWN ONLY15-20KTS RIGHT NOW, SEAS VARYING FROM 10-12FT, WILL CONTINUE TO MONITOR, NOT COMFORTABLE STILL GETTING ON BARGE//R 30MIN COMSKED, NEXT CALL 1715//R

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Inactive **Subtype of Event:** Amended

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:43 UTC

Remark: Amended - 17/11/28 10:58:03 UTC - RUP - INNAV_rup02 - RM
Corrected - 17/11/27 00:43:22 UTC - RUP - INNAV_rup02 - RM
Start Date:17/11/26 23:38:00 UTC
Frm:JAKE SHEARER - Src:11CAL - 17/11/27 00:43:22 UTC

==========
Start Date:17/11/26 23:38:00 UTC
Frm:JAKE SHEARER - Src:11CAL - 17/11/26 23:41:47 UTC
LOST CONTROL OF BARGE
51 45.78
128 20 1
9 POB
IMMED DANGER/BRKG LOOSE FM BARGE
AFLOAT NOT TAKING ON WATER,
40-50KTS, UGLY SEAS, 15+ WINDS
STABLE, DRIFTING, DRIFTING, BARGE AND TUG AFLOAT
DIESLE AND UNLEADED,GAS 3.4 MILLION GALLONS (COMBINED)
/1.8 MILLION NO 1 DIESEL / 468 THOUSAND REG UNLEAD GAS
NOT IN IMMEDIATE DANGER
QSW 83A FOR PRCGR

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:44 UTC
Remark: Start Date:17/11/27 00:41:00 UTC
To:JRCC - Src:1709 - 17/11/27 00:44:18 UTC
RE LST//R ALL CONTINUE, JAKE SHEARER INDICATE CHANGE

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:44 UTC
Remark: Start Date:17/11/27 00:44:00 UTC
To:NORTH ARM PROWLER - Src:83CA - 17/11/27 00:44:44 UTC
CONTINUE SOUTH FOR BARGE SWAP ASST//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:48 UTC
Remark: Start Date:17/11/27 00:48:00 UTC
Frm:JRCC - Src:83CA - 17/11/27 00:48:54 UTC
CURIOUS CAN WE DOUBLE CHK FUEL BARGE POSN, UPDT GPS POSN//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:49 UTC
Remark: Start Date:17/11/27 00:48:00 UTC
To:JAKE SHEARER - Src:83CA - 17/11/27 00:49:32 UTC
RE LST//R 51 48.58N 128 30.62W, BARGE IS APPX 100M OFF PORT QUARTER//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:50 UTC
Remark: Start Date:17/11/27 00:49:00 UTC
Frm:GORDON REID - Src:83CA - 17/11/27 00:50:13 UTC
RE LST//R PSD//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:53 UTC
Remark: Start Date:17/11/27 00:50:00 UTC
To:JRCC - Src:1709 - 17/11/27 00:53:01 UTC
RE POSN//R CAN U CFM DIRECTION BARGE IS FROM THEM//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:53 UTC
Remark: Start Date:17/11/27 00:53:00 UTC
To:JAKE SHEARER - Src:83CA - 17/11/27 00:53:15 UTC
BARGE IS SLIGHTLY SW//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:56 UTC
Remark: Start Date:17/11/27 00:53:00 UTC
To:JRCC - Src:1709 - 17/11/27 00:56:54 UTC
RE LST//R THIS THING IS GONNA GO NUTS ANY VSL WITH ANY ABILITY TO TOW, BARGE IS BROKEN DOWN, GVN LAST POSN, L/B IS READY TO GO, MAYBE TO PUB, TO GIVE A HAND//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 00:59 UTC
Remark: Start Date:17/11/27 00:59:00 UTC
To:MARB - Src:16 - 17/11/27 00:59:18 UTC
RE JAKE SHEARER

Situation: GEN
Center: RUP
Sector: RUP02
Initial: BF
Case Identification:
Reference Number:

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 01:07 UTC
Remark: Start Date:17/11/27 01:07:00 UTC
To:CQ - Src:11KL,CA - 17/11/27 01:07:17 UTC
MARB RE JAKE SHEARER

Situation: GEN
Center: RUP
Sector: RUP02
Initial: BF
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 01:13 UTC
Remark: Start Date:17/11/27 01:11:00 UTC
Frm:MIKE REID - Src:FONE - 17/11/27 01:13:23 UTC
WORK WITH FISHERIES IN BELLA BELLA REQ INFO ON FUEL BARGE// PSD TO SUP

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 01:15 UTC
Remark: Start Date:17/11/27 01:13:00 UTC
Frm:CAPE ST JAMES - Src:83KLE, CAL - 17/11/27 01:15:58 UTC
DPTG BASE, 4POB, TO ASSIST TUG SOUTH OF GOO, ETA 1945

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Type of Event: Active
Name of Vesel: -
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 01:17 UTC

Remark: Start Date:17/11/27 01:16:00 UTC
To:JAKE SHEARER - Src:83CAL - 17/11/27 01:17:38 UTC
ANY CHANGE?//NEG. STILL KIND OF STICKING WITH BARGE
JUST TOOK DOWN PSN
51 49.4N 128 30.8W
PLOTTING IT NOW, WILL LET YOU KNOW IF IT'S DRIFING IN A MINUTE//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:
Type of Event: Inactive
Subtype of Event: Amended
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 01:20 UTC

Remark: Amended - 17/11/27 01:20:45 UTC - RUP - INNAV_Rupsafe01 - RM
Start Date:17/11/27 01:18:00 UTC
To:JRCC - Src:1709 - 17/11/27 01:20:20 UTC
PSD CSJ PSN//R. QUESTION TO MASTER: ASK IF IT'S POSSIBLE FOR HIM WITH HIS VSL TO PROVIDE A LEE WITH TO TRY TO TAKE SOME OF THE WIND OFF THE BARGE//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Corrected
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 01:20 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Corrected - 17/11/27 01:20:45 UTC - RUP - INNAV_Rupsafe01 - RM
Start Date:17/11/27 01:18:00 UTC
To:JRCC - Src:1709 - 17/11/27 01:20:45 UTC

==========
Start Date:17/11/27 01:18:00 UTC
To:JRCC - Src:1709 - 17/11/27 01:20:20 UTC
PSD CSJ PSN//R. QUESTION TO MASTER: ASK IF IT'S POSSIBLE FOR HIM WITH HIS VSL TO PROVIDE A LEE WITH TO TRY TO TAKE SOME OF THE WINDAGE OFF THE BARGE//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 01:23 UTC
Remark: Start Date:17/11/27 01:22:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 01:23:19 UTC
ASK GOR REID FOR UPDTD ETA//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 01:24 UTC
Remark: Start Date:17/11/27 01:23:00 UTC
To:GORDON REID - Src:83CAL - 17/11/27 01:24:07 UTC
JRCC REQ UPDATD ETA ON SCENE. LATEST BARGE PSN GVN//R STD BY

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s.19(1)

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Fisheries and Oceans Canada
Coast Guard

Pêches et Océans Canada
Garde côtière

Production Date/Time
17/12/01 09:01:30

Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 01:27 UTC
Remark: Start Date:17/11/27 01:24:00 UTC
Frm:HARLEY MARINE SERVICES - Src:FONE, 1709 - 17/11/27 01:27:38 UTC
[redacted]
PORT CAPTAIN
BEEN IN CONTACT WITH VSL//R JRCC

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Inactive **Subtype of Event:** Amended
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 01:29 UTC
Remark: Amended - 17/11/27 01:34:57 UTC - RUP - INNAV_Rupsafe01 - RM
Start Date:17/11/27 01:27:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 01:29:53 UTC
BARGE DRFIT 2KTS,
1HR
348 DIRECTION

//POSS FOR YOU TO PROVIDE LEE?//I GUESS IT'S POSSIBLE IF THAT'S WHAT YOU WANT ME TO TRY. BUT I'M ONLY 100 FT//PHONE NUMBER FOR JRCC GVN AND AASKED TO CALL//R

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Fisheries and Oceans Canada
Coast Guard

Pêches et Océans Canada
Garde côtière

Production Date/Time
17/12/01 09:01:30

Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 01:30 UTC
Remark: Start Date:17/11/27 01:30:00 UTC
Frm:GORDON REID - Src:83CAL - 17/11/27 01:30:09 UTC
ETA STILL 1930//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Inactive **Subtype of Event:** Amended
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 01:31 UTC
Remark: Amended - 17/11/27 01:36:28 UTC - RUP - INNAV_Rupsafe01 - RM
Start Date:17/11/27 01:31:00 UTC
To:JRCC - Src:1709 - 17/11/27 01:31:34 UTC
PSD BLW//R WE ARE TALKING TO [redacted]/R AND JAKE SHEARER SHOULD BE CALLING YOU TOO//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 01:32 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 01:31:00 UTC
Frm:CAPE ST JAMES - Src:83CAL - 17/11/27 01:32:14 UTC
RVSD ETA TO JAKE SHEARER 2020//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Corrected
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 01:34 UTC
Remark: Corrected - 17/11/27 01:34:57 UTC - RUP - INNAV_Rupsafe01 - RM
Start Date:17/11/27 01:27:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 01:34:56 UTC

==========
Start Date:17/11/27 01:27:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 01:29:53 UTC
BARGE DRIFT 2KTS,
WITH OUR 1HR DRIFT IT'S ABOUT 2.4
348 DIRECTION

//POSS FOR YOU TO PROVIDE LEE?//I GUESS I CAN TRY IF THAT'S WHAT YOU WANT ME TO TRY. BUT WE DRIFT A LOT FASTER THAN THE BARGE AND WE'LL DRIFT INTO IT. AND I'M ONLY 100FT SO IT WON'T REALLY STOP MUCH ON A 400 BARGE. IF I WENT NOSE TO IT IT WOULD ONLY BE A 30FT LEE WHICH WOULD BE THAT MUCH//SAR FONE?//YES//PHONE NUMBER FOR JRCC GVN AND ASKED TO CALL//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM

s.19(1)

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Corrected
Type of Vessel:
Date/Time of Registration: 27/11/2017 01:36 UTC
Remark: Corrected - 17/11/27 01:36:28 UTC - RUP - INNAV_Rupsafe01 - RM
Start Date:17/11/27 01:31:00 UTC
To:JRCC - Src:1709 - 17/11/27 01:36:28 UTC

==========
Start Date:17/11/27 01:31:00 UTC
To:JRCC - Src:1709 - 17/11/27 01:31:34 UTC
PSD BLW//R WE ARE TALKING TO [redacted]/R AND JAKE SHEARER SHOULD BE CALLING YOU TOO//R AND UPDTD ETA FM GORDON REID?//STILL 1930//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 01:39 UTC
Remark: Start Date:17/11/27 01:37:00 UTC
To:JRCC - Src:1709 - 17/11/27 01:39:14 UTC
PSD CSJ REVISED ETA//R//NUMBER?//3090//R DID JAKE SHEARER CALL?//NOT YET//R (PASSED WHAT JAKE SHEARER SAID ABOUT PROVIDING LEE)//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Type of Event: Active
Name of Vesel: -
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 01:50 UTC
Remark: Start Date:17/11/27 01:50:00 UTC
17/11/27 01:50:22 UTC
RECORDED MARB JAKE SHEARER ON CMB

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:01 UTC
Remark: Start Date:17/11/27 02:01:00 UTC
Frm:PSN 4 - Src:PERS - 17/11/27 02:01:24 UTC
NORMA H ETA TO OCEAN CLIPPER IN RSE IS 1HR//RPSN 4

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:03 UTC
Remark: Start Date:17/11/27 02:01:00 UTC
Frm:NORMA H - Src:83CAL - 17/11/27 02:03:42 UTC
IS THERE A LARGER CANADIAN TUG DISPATCHED OUT OF SOME PLACE TO ASSIST JAKE SHEARER. CAN YOU CHK WITH TUG'S COMPANY AND TALK TO THE COMPANY'S DISPATCH TO SEE IF THEY HAVE DISPATCHED TUG?//R STAND BY//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:05 UTC
Remark: Start Date:17/11/27 02:04:00 UTC
To:JRCC - Src:83CAL - 17/11/27 02:05:14 UTC
NORMA H ETA OCEAN CLIPPER 1HR. ALSO NORMA H ASKING IF JAKE SHEARER COMPANY IS DISPATCHING A LARGER TUG TO PROCEED? //R WE ARE WAITING FOR CONFIRMATION FM HARLEY MARINE SERVICES//R

Situation: GEN
Center: RUP
Sector: RUP02
Initial: BF
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:06 UTC
Remark: Start Date:17/11/27 02:04:00 UTC
Frm:PPA - Src:FONE - 17/11/27 02:06:02 UTC
JAKE SHEARER AND BARGE HAVING CHALLENGES USUALLY OPERATE UNDER PILOTAGE WAIVER DO YOU HAVE INFO//PSD TO SUP

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:06 UTC
Remark: Start Date:17/11/27 02:05:00 UTC
To:NORMA H - Src:83CAL - 17/11/27 02:06:22 UTC
PSD BLW. I WILL UPDATE YOU WHEN DETAILS ARE CONFIRMED//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:06 UTC
Remark: Start Date:17/11/27 02:06:00 UTC
Frm:CAPE ST JAMES - Src:83CAL - 17/11/27 02:06:51 UTC
HAD TO REDUCE SPEED DUE TO WX, NEW ETA 2200//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:07 UTC
Remark: Start Date:17/11/27 02:07:00 UTC
To:JRCC - Src:1709 - 17/11/27 02:07:12 UTC
PSD BLW//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:10 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 02:07:00 UTC
Frm:MSOC - Src:FONE - 17/11/27 02:10:40 UTC
PSN OF NORTH ARM PROWLER?//GVN//R ETA ON SCENE?//NOT GOING ON SCENE, JUST ASSISTING WITH BARGE SWAP IN RSE
(CALL TRANSFERRED TO SUP)

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** BF
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:14 UTC
Remark: Start Date:17/11/27 02:13:00 UTC
Frm:GULF CAJUN - Src:11KL - 17/11/27 02:14:17 UTC
ANY OTHER TUGS ABLE TO HOLD ONTO A FREIGHT BARGE AND CAN I GET THE WX ON SCENE//R STBY

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:16 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 02:12:00 UTC
To:JAKE SHEARER - Src:83CAL - 17/11/27 02:16:18 UTC
WINDS PICKED UP, 40 KTS NOW, KIND OF OUT OF WEST, WEST-SOUTH-WEST, SEAS 10-12 FT, OCNLLY A BIT BIGGER
PSN 51 51.27N 128 30.0W
PRETTY DARNED CLOSE TO IT
IT SWITCHED IT'S DRIFT, DRIFTING MORE TOWARDS GOSLING ROCKS, 029 DEGREES
ATTEMPT TO PUT PERSON ON BARGE TO DEPLOY ANCHOR NOW
NOT GOING TO GO ON NOSE, GOING TO GO PORT SIDE 2
NOT GOING TO LET HIM GO, ONLY GOING TO GO ACROSS IF HE FEELS SAFE
DOESN'T APPEAR TO BE ANYTHING LEAKING
WERE GOING TO TRY TO PIN UP BARGE TO SHOVE IT OUT TO SEA, BUT PIN SYSTEM BROKEN
BARGE IS RELATIVELY SAFE
I HAVE TO GO NOW//R I WILL STD BY FOR UPDATE

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:17 UTC
Remark: Start Date:17/11/27 02:16:00 UTC
Frm:PSN 4 - Src:PERS - 17/11/27 02:17:34 UTC
GULF CAJAN WITH FREIGHT BARGE. ASKED WX ON SCENE AND IF SOMEONE CAN TAKE HIS BARGE . HE MAY BE ABLE TO ASSIST//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:19 UTC
Remark: Start Date:17/11/27 02:19:00 UTC
To:JRCC - Src:1709 - 17/11/27 02:19:34 UTC
PSD JAKE SHEARER SITREP//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:23 UTC
Remark: Start Date:17/11/27 02:23:00 UTC
To:JAKE SHEARER - Frm:JAKE SHEARER - Src:83CAL - 17/11/27 02:23:26 UTC
PUT CLYDE A BIT OUT

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:24 UTC
Remark: Start Date:17/11/27 02:24:00 UTC
To:JRCC - Src:1709 - 17/11/27 02:24:57 UTC
PSD GULF CAJUN TALKING WITH HIS COMPANY AND LOOKING INTO ASSISTING JAKE SHEARER//R

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** BF
Case Identification:
Reference Number:

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Type of Event: Active
Name of Vesel: -
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:27 UTC
Remark: Start Date:17/11/27 02:27:00 UTC
Frm:JOSH RCMP MARINE DIV - Src:FONE - 17/11/27 02:27:57 UTC
RE ATB JAKE SHEARER// PSD TO SUP

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:31 UTC
Remark: Start Date:17/11/27 02:28:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 02:31:25 UTC
PRODUCT:
1.6 MILLION GAL ULTRA LOW SULPHER DIESEL NUMBER 1
199,000 GAL ULTRA LOW SULPHER DIESEL NUMBER 2
20,000 GAL REG UNLEADED GASOLIE
CURRENTLY 2 CREW MBRS ON BARGE AND THEY ARE DROPPING ANCHOR AT THIS TIME//R WILL STD BY FOR UPDATE WHEN YOU HAVE MORE INFO

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:33 UTC

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 02:31:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 02:33:34 UTC
2 GUYS ON BARGE, DEPOLOYED ANC ALL THE WAY
IT'S ON THE BREAK AND ON THE DOG
IT DOES APRS THAT IT IS STARTING TO GRAB SOMETHING
WILL LET YOU KNOW IN A BIT IF IT'S HOLDING
PSN: 51 51.7N 128 29.5W//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:35 UTC
Remark: Start Date:17/11/27 02:35:00 UTC
To:JRCC - Src:1709 - 17/11/27 02:35:29 UTC
PSD SITREP?//DID THEY DEPLOY 1 ANCHOR?//THEY ONLY MENTIONED 1 ANCHOR BUT I CAN CONFIRM//NO THAT'S ALL RIGHT//R

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** BF
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:39 UTC
Remark: Start Date:17/11/27 02:38:00 UTC
Frm:GULF CAJUN - Src:11KL - 17/11/27 02:39:00 UTC
REQ CELL OR SAT NUMBER FOR JAKE SHEARER// PSD INFO FOR JRCC // WOULD STILL LIKE PHONE NUMBER FOR JAKE SHEARER
IF YOU GET IT//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:43 UTC
Remark: Start Date:17/11/27 02:40:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 02:43:21 UTC
ANC IS DOWN AND ON BOTTOM, BARGE SWUNG AROUND AND INTO THE SEAS, HOLDING FOR NOW
WX ABOUT THE SAME, 35-40 KTS, 10-12 FT RUF
ON AND OFF WITH COMPANY, HAVEN'T TALKED TO THEM SINCE WE DEPLOYED ANCHOR
2 CREW MEMBERS STILL ON BARGE MONITORING
WE PUT 3.5 LAYERS OF WIRE OUT. WILL GET BACK TO YOU WITH LENGTH OF HOW MUCH WE HAVE OUT//R

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** BF
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:45 UTC
Remark: Start Date:17/11/27 02:45:00 UTC
Frm:GULF CAJUN - Src:11CA - 17/11/27 02:45:59 UTC
881 6777 19795

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:46 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Remark: Start Date:17/11/27 02:44:00 UTC
To:RCC - 17/11/27 02:46:43 UTC
PSD SITREP//R CONCERNS FOR CREW THAT ARE ON THE BARGE - IF THEY NEED TO GET OFF OR IF THEY NEED ASSI

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:50 UTC
Remark: Start Date:17/11/27 02:46:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 02:50:18 UTC
PUT ABOUT 1025 FT OF ANCHOR WIRE OUT//STILL HOLDING//YES SO FAR IT'S HOLDING OK//R ARE CREW MEMBERS OKAY ON BARGE OR DO THEY NEED OFF? DO THEY NEED ASSISTANCE GETTING OFF?//NOT AT THIS TIME. THEY ARE RIDING BETTER THAN WE ARE. IF ANCHOR STOPS HOLDING AND BARGE GOES STARTS DRIFTING AGROUND, THEN I'LL WANT TO GET THEM OFF BEFORE THAT//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 02:51 UTC
Remark: Start Date:17/11/27 02:51:00 UTC
To:JRCC - Src:1709 - 17/11/27 02:51:55 UTC
PSD BLW//ASK HIM IF HE HAS A PLAN TO GET CREW MBRS OFF. HAVE HIM CHK IN WITH YOU EVERY 30 MIN//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST CENTER			
RUP02				
RUP03				
... more ...				

Type of Event: Active
Name of Vesel: -
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:54 UTC
Remark: Start Date:17/11/27 02:52:00 UTC
To:JAKE SHEARER - Src:83CAL - 17/11/27 02:54:57 UTC
PLAN IN PLACE TO RETREVIE CREW MBRS IF ANCHOR STOPS HOLDING?//WE'LL JUST GO BACK ALONGSIDE AND GET THEM BACK THEM ON BOARD. NOT CONFIDENT WE CAN DO IT ON OUR OWN//R PSD GULF CAJUN'S PHONE NUMBER//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:55 UTC
Remark: Start Date:17/11/27 02:55:00 UTC
To:JAKE SHEARER - Src:83CAL - 17/11/27 02:55:51 UTC
CALL EVERY 30 MIN//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:57 UTC
Remark: Start Date:17/11/27 02:56:00 UTC
To:JRCC - Src:1709 - 17/11/27 02:57:02 UTC
PSD BLW//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RM

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 02:58 UTC
Remark: Start Date:17/11/27 02:58:00 UTC
Frm:NORTH ARM PROWLER - Src:83CAL - 17/11/27 02:58:38 UTC
CURIOUS I F YO U STILL NEED US//R STD BY I WILL ASK RCC//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:00 UTC
Remark: Start Date:17/11/27 02:59:00 UTC
To:NAP - Src:83CAL - 17/11/27 03:00:07 UTC
ETA ON SCENE IF REQ?//R TO OCEAN CLIPPER AND BARGE CLIPPER 1 HR //R TU

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:01 UTC
Remark: Start Date:17/11/27 03:00:00 UTC
To:JRCC - Src:1709 - 17/11/27 03:01:28 UTC
RE BELOW//R ABSOLUTELY - ANY WAY THEY CAN STAY ON SCENE //R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:02 UTC
Remark: Start Date:17/11/27 03:01:00 UTC
To:NAP - Src:83CAL - 17/11/27 03:02:12 UTC
RE BELOW//R TO WHERE NORMA H?//R

Situation: GEN
Center: RUP
Sector: RUP02
Initial: GM
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:02 UTC
Remark: Start Date:17/11/27 03:01:00 UTC
To:GULF CAJUN - Src:11KLE - 17/11/27 03:02:49 UTC
DELAYED ENTRY 1950

BARGE ANCHORAGE, 2 CREW ON, PSN GVN, ASSISTANCE REQUESTED // R HAVE THEM CALL US AND REQ THEIR NUMBER // FROM PRCGR THEY ARE TOO BUSY // R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GJB
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:04 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 03:03:00 UTC
To:JRCC - Src:PHONE - 17/11/27 03:04:11 UTC
RE NAP//R KEEP GOING UNTIL WE KNOW BG HAS BEEN HANDED OVER//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 03:06 UTC
Remark: Start Date:17/11/27 03:04:00 UTC
To:REID & CSJ - Src:83CAL - 17/11/27 03:06:10 UTC
RE BARGE NOW ANCHORED/PX 51 51.7N 128 29.5W // R CSJ COPIES//CGBR COPIES//R

CGBR EARLIEST ETA FOR ASSIST TUGS??//NEG

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 03:18 UTC
Remark: Start Date:17/11/27 03:17:00 UTC
Frm:PAUL - JRCC - Src:PHONE - 17/11/27 03:18:33 UTC
TC ALERTED?//R MOR SENT TO RCC&ROC/PREVIOUS WS ADV NINP SENT//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:28 UTC
Remark: Start Date:17/11/27 03:27:00 UTC
To:CGBR - Frm:JAKE SHEARER - Src:83CAL - 17/11/27 03:28:14 UTC
SEE YOU ARE GETTING CLOSE//R 10 MINS BACK//R HOW BIG ARE YOU GUYS?//R 150FT NOT REALLY RIGGED FOR TOWING BUT IF WE HAVE TO WE WILL TRY TO BUT IF HOLDS THEN WE WILL STBY UNTIL NORMA H GETS HERE//R THAT IS ALL WE HAVE LEFT ON THERE IT IS HOLDING FOR NOW//R SOUNDS GOOD//R

Situation: GEN
Center: RUP
Sector: RUPTRANS01
Initial: SUP
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:28 UTC
Remark: Start Date:17/11/27 03:27:00 UTC
Frm:TC - Src:FONE - 17/11/27 03:28:58 UTC
RQ INFO ON JAKE SHEARER,//R PSD INFO//R SIZE OF BARGE?// UNKNOWN//R TU

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GJB
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:30 UTC
Remark: Start Date:17/11/27 03:29:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 03:30:50 UTC
CKIN BARGE STILL HOLDING/ANCHOR IS STILL HOLDING/SAME WEATHER//R WX AGAIN PLS//R WSW 25-30KTS 10-12 FT SEAS WITH BIGGER ONES UP TO 15//R WILL SBY NEXT CALL AND IF SITU CHANGES PLS ADV//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST CENTER			
RUP02				
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 03:31 UTC
Remark: Start Date:17/11/27 03:30:00 UTC
To:JAKE SHEARER - 17/11/27 03:31:40 UTC
CGBR ALMOST ON SCENE AND WHILE STILL HOLDING WE WILL NEXT TUG HOW FAR AWAY?//R NO ETA YET STILL DOING BG SWAP //R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 03:32 UTC
Remark: Start Date:17/11/27 03:31:00 UTC
To:JAKE SHEARER - Frm:GULF CAJUN - Src:83CAL - 17/11/27 03:32:54 UTC
36MILES AWAY GOING TO GO TO YOUR PX/UNA TO COPY// JAKE SHEARER REQ INFO OF CALL//R DOES HE HAVE A SOFT LINE IF WE PULL UP NEXT TO THEM SO THAT YOU CAN PULL THAT BARGE//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 03:34 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 03:33:00 UTC
Frm:NORMA H - Src:83CAL - 17/11/27 03:34:18 UTC
RELAY PX?//R PASSED//R ABOUT AN HOUR-OCEAN CLIPPER MOVING - WITHIN IN HOUR TO DO BARGE SWAP//R WILL PASS ALONG//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GJB
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:40 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 03:34:00 UTC
To:JAKE SHEARER - Src:83CAL - 17/11/27 03:40:39 UTC
FR GULF CAJUN - RE SOFT LINE?//R NO WE DO HAVE A GOOF BALL RETRIEVAL LINE WITH RETRIEVAL CABLE WHICH IS HOOKED TO EMERGENCY TOW LINE//R

FR GULF CAJUN
COPIES/IF A GUY CAME UP WE CAN WIND UP ON ONE OF OUR WINCHES AND LEAST GET A HOLD OF IT//R WE ALREADY HAVE ONE BARGE IN TOW AND WE HAVE ANOTHER WINCH SET UP FOR UNDER RIDER NOT SOMETHING WE CAN DEAL WITH IN 12 FT SEAS IF LINE THAT WE CAN HOOK UP TO DRUM AND WINCH IT IN .. ESSENTIALLY TOW IT OR HOLD UNTIL WX CALMS DOWN- TO MOUTH OF A BAY - WHERE OTHER TUGS WILL PROBABLY COME GET IT/WHAT ARE THE OPTIONS/TO GET A HOLD OF THE BARGE//R

TO JAKE SHEARER
RE ABOVE//R MIGHT BE QUITE DIFFICULT WITH HIM HAVING ANOTHER BARGE/I WOULD HATE TO SEE HIS BARGE COME UP AGAINST OURS BUT NOT SURE ABOUT THAT WE DO HAVE GOOFBALL LINE WITH
D AND START TOW OR TUG / TOWING HAWSER FLOAT IT AND GET IT CLOSE TO BARGE SO CREWMAN ON BARGE CAN HOOK TO A TOW POINT TO TOW THAT WAY AS WELL//R

FROM GULF CAJUN
LEAVE OUR BRG REALLY LONG AND KEEP IT AWAY AND HIS UP SHORT/WITH WX TRYING TO FIGURE OUT A WAY THAT IT'D BE SIMPLE .. SEPERATE WINCH.. WOULDNT GET OURS CLOSE 3RD OF A MILE BACK // BETWEEN US AND CURRENT BARGE//R IS HE WANTING US? NEED ASSISTANCE?? DO NOT WANT TO GO IF THERE IS NOTHING WE CAN DO TO HELP//R SBY BY

Situation: GEN **Center:** RUP **Sector:** RUPSAFE02 **Initial:** NA
Case Identification: **Reference Number:**

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Type of Event: Active
Name of Vesel: -
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:42 UTC
Remark: Start Date:17/11/27 03:42:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 03:42:59 UTC
QUITE URGENT TO HAVE GR CALL RESCUE//R

Situation: GEN
Center: RUP
Sector: RUP02
Initial: GM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:44 UTC
Remark: Start Date:17/11/27 03:44:00 UTC
To:GORDON REID - Src:11CAL - 17/11/27 03:44:33 UTC
FROM JRCC REQUEST THAT YOU CALL THEM // R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GJB
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:46 UTC

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s.16(2)
s.19(1)

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Fisheries and Oceans Canada
Coast Guard

Pêches et Océans Canada
Garde côtière

Production Date/Time
17/12/01 09:01:30

Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Remark: Start Date:17/11/27 03:40:00 UTC
To:JAKE SHEARER - Src:83CAL - 17/11/27 03:46:29 UTC
RE BELOW//R ANYONES HELP TO KEEP OFF BEACH/NOT SO SURE WITH ANOTHER BARGE IN PLAY//R

TO GULF CAJUN
COPY - HAVE TO THINK ABOUT THIS/ WE CAN POSSIBLY DO IT IF WE CAN GET A LINE FROM HIM DOWN TO US BUT BG WILL KEEP IT AWAY WITH THE WX BUT IF DOWNWIND WILL BE A PROBLEM/SHOULDN'T BE TO LONG TO GET IT HOOKED UP/WILL CALL MY OFFICE AND CONTINUE THAT WAY//R

JAKE SHEARER
PHONE NUMBER? FOR [redacted]?//R [redacted]AS FOLLOWS[redacted] SAT PHONE//R
00 CALL PREFIX DONT CALL BOAT TO BOAT MUCH BUT THATS THE NUMBER//R

JAKE SHEARER NUMBER PASSED// NUMBER TRIED TO CALL EARLIER AND JUST GET BUSY SIGNAL

FR GULF CAJUN
NUMBER FOR HIM??//R

JS
[redacted]/R CONF & PASSED//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GJB
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal

INNAV System
Marine communications and Traffic Services

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:47 UTC
Remark: Start Date:17/11/27 03:46:00 UTC
To:CGBR - Src:83CAL - 17/11/27 03:47:21 UTC
CONF ON SCENE?//R JUST STN KEEPING WITH HEAD TO SWELL 1M SW OF VSL//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GJB
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 03:49 UTC
Remark: Start Date:17/11/27 03:47:00 UTC
To:JRCC - Src:1709 - 17/11/27 03:49:33 UTC
RE CGBR ON SCENE /GULF CAJUN APPROX 35NM FR JAKE SHEARER W/1 EMPTY FUEL BARGE IN TOW - CALLING OFFICE TO CONF WHETHER OR NOT TO CONTINUE/NORMA H CONDUCT BARGE SWAP IN APPROX AN HOUR? FURTHER RSI DUE WX//R NOT SURE WHAT THEY COULD DO BUT SURE ITS HELP//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GJB
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 04:02 UTC
Remark: Start Date:17/11/27 04:02:00 UTC
Frm:PX 4 - Src:PERSON - 17/11/27 04:02:58 UTC
GULF CAJUN UNA TO PROCEED TO JAKE SHEARER//R

Situation: GEN
Center: RUP
Sector: RUP02
Initial: GM

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 04:03 UTC
Remark: Start Date:17/11/27 04:02:00 UTC
Frm:GULF CAJUN - Src:11KLE - 17/11/27 04:03:45 UTC
WON'T WORK OUT WITH JAKE SHERER // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 04:03 UTC
Remark: Start Date:17/11/27 04:03:00 UTC
Frm:GULF CAJUN - Src:83CAL - 17/11/27 04:03:56 UTC
COPY COMMS WITH TRFC/JUST OUR CIRCUMSTANCES AND THEIRS JUST WONT WORK/SAY A PRAYER//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 04:05 UTC
Remark: Start Date:17/11/27 04:04:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 04:05:32 UTC
CKN ANCHOR STILL HOLDING BARGE IS FINE/IN COMMS WITH OFFICE PROCESS OF FINDING OUT WHAT WE ARE GOING TO DO/WX SAME/SBY AND SOON AS WE HERE ANYTHING ELSE WILL LET YOU KNOW//R INFO PASSED FROM CAJUN//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 04:06 UTC
Remark: Start Date:17/11/27 04:06:00 UTC
To:JRCC - Src:1709 - 17/11/27 04:06:36 UTC
RE CAJUN/SHEARER UPDATE//R CONF CALL RIGHT NOW//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 04:09 UTC
Remark: Start Date:17/11/27 04:07:00 UTC
To:JAKE SHEARER - Src:83CAL - 17/11/27 04:09:48 UTC
CONF PRODUCT ONBOARD BARGE & TUG AND ANY DAMAGE TO TUG?//R SBY WILL GET THAT

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 04:10 UTC
Remark: Start Date:17/11/27 04:09:00 UTC
Frm:CSJ - Src:83CAL - 17/11/27 04:10:35 UTC
FOR JRCC AND YOU /REDUCE SPD FURTHER 8KTS 10-12 FT SEAS 30KTS WSW ETA2230//R WILL PASS ALONG

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 04:13 UTC
Remark: Start Date:17/11/27 04:10:00 UTC
To:JRCC - Src:1709/83CAL - 17/11/27 04:13:06 UTC
RE BELOW//R IF THEY ARE IN COMMS WITH CGBR ASK THEM TO GET IN CTC WITH THEM - ANY USE? CARRY ON IF ABLE IF NOT WHAT WILL THE NEXT STEPS BE

CSJ
RE ABOVE//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 04:15 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 04:13:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 04:15:41 UTC
PRODUCT
TUG
71180 GALLONS DIESEL
BARGE
43300 GROSS BARRELS ON BARGE
//R TOTAL PRODUCT IS THAT CORRECT? AND ANY DAMAGE TO TUG?//R MATE IS TRYING TO GET UP
MESS ON THE BRIDGE/TRYING TO GET THE RIGHT NUMBERS RIGHT NOW//
UNAWARE OF ANY STRUCTURAL DAMAGE TO BARGE/NO WATER INGRESS TO THEIR KNOWLEDGE
CANT SEE SIDE OF HULL .. TOW PINS ARE SCREWED UP UNABLE TO SEE ANYTHING/BROKEN LOOSE ON BARGE/SMALL STUFF
GANGWAY IS BROKEN ..STRUCTURALLY PRETTY SOUND ON BOTH//R WILL GET RIGHT BACK TO YOU ON THAT//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GJB
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 04:20 UTC
Remark: Start Date:17/11/27 04:19:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 04:20:24 UTC
78770.77 GROSS BARRELS ON BOARD//R WILL PASS ALONG//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GJB
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 04:44 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 04:43:00 UTC
Frm:JAKE SH - Src:83CAL - 17/11/27 04:44:16 UTC
STILL STANDING BY ON BARGE ANCHOR HOLDING HAVENT MOVED APPRECIABLY. WE'RE GOING TO STAND BY AND WAIT FOR ASSISTANCE // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 04:44 UTC
Remark: Start Date:17/11/27 04:44:00 UTC
To:JRCC - Src:1709 - 17/11/27 04:44:59 UTC
BLW // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 05:03 UTC
Remark: Start Date:17/11/27 05:03:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 05:03:23 UTC
CTC CGBR HAVE THEM CALL US FOR SITREP//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:04 UTC
Remark: Start Date:17/11/27 05:03:00 UTC
To:CGBR - Src:83CAL - 17/11/27 05:04:02 UTC
RE BELOW//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:09 UTC
Remark: Start Date:17/11/27 05:08:00 UTC
Frm:JAKE S - Src:83CAL - 17/11/27 05:09:26 UTC
STILL JUST STANDING BY, BARGE IS STILL ANCHORED WILL CHECK IN AGAIN IN 30 MIN // R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:11 UTC
Remark: Start Date:17/11/27 05:10:00 UTC
To:JRCC - Src:1709 - 17/11/27 05:11:13 UTC
BLW // R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST CENTER			
RUP02				
RUP03				
... more ...				

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:14 UTC
Remark: Start Date:17/11/27 05:13:00 UTC
To:JAKE S - Src:83 - 17/11/27 05:14:42 UTC
HOW ARE GUYS ON BARGE MAKING OUT? SHELTERED? // THERE IS A HOUSE, FOOD, HEATERS, SS, PFD LIFE RAFT // R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:17 UTC
Remark: Start Date:17/11/27 05:16:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 05:17:27 UTC
GULF CAJUN TRAFFIC PLAN? // GVN // R

Situation: GEN
Center: RUP
Sector: RUPTRANS01
Initial: SUP
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:27 UTC
Remark: Start Date:17/11/27 04:40:00 UTC
Frm:TC - Src:FONE - 17/11/27 05:27:33 UTC
SITREP//GVN

Situation: GEN
Center: RUP
Sector: RUPTRANS01
Initial: SUP
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:31 UTC
Remark: Start Date:17/11/27 05:30:00 UTC
Frm:TC - Src:FONE - 17/11/27 05:31:27 UTC
CONFIRM FUEL AMOUNTS//R 78770.77 BARRELS ON BARGE, 71180 GALLONS ON TUG//R TU

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:40 UTC
Remark: Start Date:17/11/27 05:38:00 UTC
Frm:JAKE S - Src:83 - 17/11/27 05:40:41 UTC
STILL STANDING BY ANCHORS HOLDING GOOD WILL CONT STANDING BY // CFM YOU WERE IN PUSH MODE //

R WERE ALL PIN'D IN JUST KINDA TORE US OUT // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:41 UTC
Remark: Start Date:17/11/27 05:40:00 UTC
Frm:JRCC - Src:FONE - 17/11/27 05:41:54 UTC
ASK GULF CAJUN ABOUT THEIR BARGE WE ARE LOOKING INTO RELIEVING THEM OF IT SO THEY CAN ASSIST. WANT TO KNOW SIZE, WHAT'S REQUIRED TO HANDLE IT, THE DANGEROUS GOODS AND REQ THEY CALL DIRECTLY // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:46 UTC
Remark: Start Date:17/11/27 05:46:00 UTC
To:GULF CAJUN - Src:83 - 17/11/27 05:46:36 UTC
BLW // R WILL CALL /R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GM
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:47 UTC
Remark: Start Date:17/11/27 05:46:00 UTC
To:JRCC - Src:1709 - 17/11/27 05:47:02 UTC
BLW //R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GM
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:49 UTC
Remark: Start Date:17/11/27 05:49:00 UTC
To:NORMA H - Src:83 - 17/11/27 05:49:56 UTC
PRGROSS, JUST PICKING UP CREW WILL BE U/W IN 20 MIN // R // WILL HAVE ETA FOR YOU SHORTLY // R

Situation: GEN
Center: RUP
Sector: RUPTRANS01
Initial: SUP

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:52 UTC
Remark: Start Date:17/11/27 05:52:00 UTC
Frm:BRIAN WOOTON - Src:FONE - 17/11/27 05:52:36 UTC
SITREP ON NORMA H//R U/W 20MIN//R WE ARE GETTING EQUIP READY TO MOVE TO PHY//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:54 UTC
Remark: Start Date:17/11/27 05:53:00 UTC
Frm:NORTH ARM PROWLER - Src:83 - 17/11/27 05:54:04 UTC
FINISHED ASSISTING THE NORMA H // R STYB

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:55 UTC
Remark: Start Date:17/11/27 05:54:00 UTC
To:JRCC - Src:1709 - 17/11/27 05:55:50 UTC
BLW // ASK INTENTIONS // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:56 UTC
Remark: Start Date:17/11/27 05:56:00 UTC
To: NAP - Src:83 - 17/11/27 05:56:14 UTC
RUN LIGHT FOR DESLATION SOUND // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:57 UTC
Remark: Start Date:17/11/27 05:56:00 UTC
To:JRCC - Src:1709 - 17/11/27 05:57:07 UTC
BLW // HAVE NOTHING AT THIS POINT JUST ADZ THAT WE ARE TRYING TO WORK OUT SOMETHING FOR GULF CAJUN MAY LOOK AT HAVE NORMA H TAKE THAT OFF THEM // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 05:57 UTC
Remark: Start Date:17/11/27 05:57:00 UTC
To:NAP - Src:83 - 17/11/27 05:57:54 UTC
BLW // R IF SOMETHING CHANGES I CAN REDIRECT // R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 05:58 UTC
Remark: Start Date:17/11/27 05:58:00 UTC
Frm:OCEAN CLIPPER - Src:83 - 17/11/27 05:58:45 UTC
WE HAVE THE NORMA H TOW ON OUR LENGTH, WE ARE STANDING BY RUNNING SLOW // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:00 UTC
Remark: Start Date:17/11/27 05:59:00 UTC
Frm:CSJ - Src:83 - 17/11/27 06:00:10 UTC
FOR YOURSELVES AND JRCC ON SCENE // R WX? // NRH

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:00 UTC
Remark: Start Date:17/11/27 06:00:00 UTC
Frm:CSJ - Src:83 - 17/11/27 06:00:41 UTC
WX: W 25-30 SEAS: 12 FT RUF VIS GOOD SKIES PC // R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:01 UTC
Remark: Start Date:17/11/27 06:00:00 UTC
To:JRCC - Src:1709 - 17/11/27 06:01:19 UTC
BLW // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:02 UTC
Remark: Start Date:17/11/27 06:02:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 06:02:51 UTC
CFM BARGE FROM NORMA H // CFM WITH H BUT RUN WX COURSE UNTIL FURTHER NOTICE // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:05 UTC
Remark: Start Date:17/11/27 06:03:00 UTC
To:OCEAN CLIPPER - Src:83A - 17/11/27 06:05:06 UTC
BLW // R NORMA H IS JUST PREPING THE BOAT FOR TRANSIT // R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:09 UTC
Remark: Start Date:17/11/27 06:07:00 UTC
To:JRCC - Src:FONE - 17/11/27 06:09:26 UTC
GULF CAJUN? // OWNERS SAY IT'S OK TO HELP, WE ARE JUST COORDINATING WHO WILL TAKE THEIR BARGE TALKING TO SHW MARINA // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:10 UTC
Remark: Start Date:17/11/27 06:10:00 UTC
To:GORDON REID - Frm:CSJ - Src:83 - 17/11/27 06:10:34 UTC
COMING ABOUT GONNA TRY AND GET A LITTLE CLOSER TO THE VSL // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:21 UTC
Remark: Start Date:17/11/27 06:21:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 06:21:52 UTC
DO YOU HAVE COMS WITH NORMA H GET THEM TO CALL US ASK IF THEY HAVE SAT FONE // R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:24 UTC
Remark: Start Date:17/11/27 06:22:00 UTC
To:NORMA H - Src:83A - 17/11/27 06:24:20 UTC
BLW // DOESN'T WORK THAT WELL BUT DO HAVE ONE WILL FIND NUMBER // R // 8816 314 59036 // R ETA? // 5-6 HOURS ETA // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:25 UTC
Remark: Start Date:17/11/27 06:24:00 UTC
To:JRCC - Src:1709 - 17/11/27 06:25:21 UTC
BLW // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:30 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	**Operational Center:**	**Type of Event:**	**SubType of Event:**	**Status:**
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 06:29:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 06:30:33 UTC
ADZ GULF CAJUN AT THIS TIME NO PLAN IN PLACE THEREFORE GULF CAJUN IS RELIEVED AND CAN CARRY ON AS ORIGINALLY PLANNED // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:32 UTC
Remark: Start Date:17/11/27 06:31:00 UTC
To:GULF CAJUN - Src:83A - 17/11/27 06:32:06 UTC
BLW // R IF SOMETHING CHANGES LET US KNOW // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 06:38 UTC
Remark: Start Date:17/11/27 06:38:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 06:38:45 UTC
CAN YOU ASK NORMA H TO TRY CONTACTING US AT 250- 413 8933 // R

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** RPM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 06:39 UTC
Remark: Start Date:17/11/27 06:39:00 UTC
To:JRCC - Src:FONE - 17/11/27 06:39:38 UTC
EAGLE BAY UW FOR MILBANKE SOUND WITH GIL SENTINEL AND SENTINEL 26 IN TOW//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 06:40 UTC
Remark: Start Date:17/11/27 06:40:00 UTC
To:NORMA H - Src:83 - 17/11/27 06:40:21 UTC
BLW // R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: GM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 06:41 UTC
Remark: Start Date:17/11/27 06:40:00 UTC
Frm:JAKE SHEARER - Src:83 - 17/11/27 06:41:38 UTC
HEARD YOU TALKING TO THE NORMA H // ETA 6 HOURS // R // ANCH? // HOLDING FINE // R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RPM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Name of Vessel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 07:21 UTC
Remark: Start Date:17/11/27 07:21:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 07:21:35 UTC
GR TO GV CL//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RPM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vessel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 07:22 UTC
Remark: Start Date:17/11/27 07:21:00 UTC
To:GR - Src:83CA - 17/11/27 07:22:26 UTC
RE ABV//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RPM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vessel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 07:27 UTC
Remark: Start Date:17/11/27 07:26:00 UTC
To:CSJ - Frm:GR - Src:83CA - 17/11/27 07:27:05 UTC
JRCC THINKING ABOUT SENDING YOU BACK TO BASE PENDIG YOUR TAKE ON THINGS?//R WE'LL RTB AT THIS TIME//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RW
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 07:34 UTC
Remark: Start Date:17/11/27 07:33:00 UTC
Frm:JS - Src:83CA - 17/11/27 07:34:20 UTC
STILL CLOSE TO BARGE, ANC HOLDING, MAKING A DECISION OF GRABING EMERGENCY TOW WIRE AND TOWING IT OUT OURSELVES//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RW
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 07:38 UTC
Remark: Start Date:17/11/27 07:34:00 UTC
To:JRCC - Src:FONE - 17/11/27 07:38:45 UTC
PSD SITREP FM JS//R OK...CONCERNED WITH PLAN//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RW
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 07:40 UTC
Remark: Start Date:17/11/27 07:39:00 UTC
To:JS - Src:83CA - 17/11/27 07:40:20 UTC
CLD//R GA//STBY

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RW
Case Identification:
Reference Number:

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Type of Event: Active
Name of Vesel: -
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 07:40 UTC
Remark: Start Date:17/11/27 07:40:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 07:40:32 UTC
RQ GULF CAJUN CALL US//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RW
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 07:40 UTC
Remark: Start Date:17/11/27 07:40:00 UTC
To:GULF CAJUN - Src:83KL - 17/11/27 07:40:44 UTC
CALL JRCC//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RW
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 07:43 UTC
Remark: Start Date:17/11/27 07:40:00 UTC
To:JS - Src:83CA - 17/11/27 07:43:39 UTC
RE PLAN, CALL JRCC PRIOR TO ACTING//R WHERE CAN WE GO//R JRCC WOULD LIKE TO DISCUSS THAT WITH YOU//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RW
Case Identification:
Reference Number:

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Type of Event: Active
Name of Vesel: -
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 07:44 UTC
Remark: Start Date:17/11/27 07:44:00 UTC
To:JRCC - Src:1709 - 17/11/27 07:44:36 UTC
JS WILL CALL YOU SHORTLY//R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RW
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 08:14 UTC
Remark: Start Date:17/11/27 08:07:00 UTC
To:GR - Frm:JS - Src:83KL - 17/11/27 08:14:47 UTC
WHAT DO YOU HAVE TO TOW?//R WE DO HAVE A TOW LINE?// LINE OR WIRE? AND SIZE//R STBY... ITS 2 1/4 M STEEL BLUE 219 METRIC TONE BREAKING STRENGTH, 600FT//R BETTER THAT WE HAVE, DO YOU FEEL COMFORTABLE GRABBING OUR BARGE?//R STBY...

Situation: GEN
Center: RUP
Sector: RUP02
Initial: TEH
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 08:17 UTC
Remark: Start Date:17/11/27 08:15:00 UTC
Frm:NORMA H - Src:11CA - 17/11/27 08:17:06 UTC
MEET BETWEEN FOG AND SUY AND TAKE THEIR BRG SO THAT THEY MAY GO ASSIST THE SHEARER I TRIED THEIR SAT BUT (NO JOY) WILL TRY VHF IN WHILE / R WILL PSS ALONG

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RW
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 08:18 UTC
Remark: Start Date:17/11/27 08:17:00 UTC
Frm:NORMA H - Src:83CA - 17/11/27 08:18:06 UTC
I AM GOING TO MEET WITH GULF CAJUN, TAKE THEIR BARGE, THEY ARE GOING TO ASSIT WITH THE JAKE SHEARER//R

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** TEH
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 08:18 UTC
Remark: Start Date:17/11/27 08:17:00 UTC
Frm:GULF CAJUN - Src:11CA - 17/11/27 08:18:45 UTC
I HRD THAT FM NORMA H / R / HRD THEY WERE GONNA US THE CG BOAT TO ASSIST, U KNOW WHAT IS GOING ON? / THEY ARE WORKING ON IT AND I AM NOT PRIVY TO IT CGRDO IS HANDLING THAT SIDE OF THINGS / R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RW
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 08:19 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 08:18:00 UTC
To:JRCC - Src:1709 - 17/11/27 08:19:03 UTC
NORMA H ADVISED OF PLAN, IS REID UP TO DATE?//R ON THE LINE WITH THEM//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RPM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 08:25 UTC
Remark: Start Date:17/11/27 08:24:00 UTC
Frm:JAKE SHEARER - Src:83CA - 17/11/27 08:25:34 UTC
COULD YOU GIVE LIST OF ALL TUGS YOU HAVE RESPNDING WITH ETAS?//R NORMA H AND GULF CAJUN NO ETAS ATM//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RPM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 08:27 UTC
Remark: Start Date:17/11/27 08:25:00 UTC
To:JAKE SHEAR - Frm:GR - Src:83CA - 17/11/27 08:27:32 UTC
UNDERSTAND YOU WERE ASKING IF WE'D BE WILLING TO TAKE YOUR BRG UNDER TOW//R LOOKING AT OPTIONS //R THAT WOULD BE A NEGATIVE YOUR BRG IS STABLE US TRYING TO TAKE IT IN TOW WOULD MAKE THINGS WORSE. 4000HP OFFSHORE TUG COMING THE GULF CJN//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RPM
Case Identification: **Reference Number:**

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 09:18 UTC
Remark: Start Date:17/11/27 09:17:00 UTC
To:JS - Src:83CA - 17/11/27 09:18:55 UTC
SITREP?//R OPS NRML, ANC HOLDING, WX SAME//R TU

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: RPM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 09:30 UTC
Remark: Start Date:17/11/27 09:24:00 UTC
To:GULF CAJUN - Frm:NORMA H - Src:19CA - 17/11/27 09:30:14 UTC
43MIN ETA TO FOG, //R ETA 0250//R WITH WX, SHOULD DO SWAP N OF FOG//R YOU GOOD WITH GOING TO SEAT//R BOSS SAID YES, RUP IS GOOD WITH IT//R

Situation: GEN
Center: RUP
Sector: RUP02
Initial: GJB
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 09:32 UTC
Remark: Start Date:17/11/27 09:32:00 UTC
Frm:KAIEN SENTINEL - Src:71H - 17/11/27 09:32:33 UTC
U/W FOR SHW THEN GOO WILL NOT BE PARTICIPATING//R PLS CALL WHEN ON SCENE//R WILL DO AND IF YOU GET ANY UPDATES CAN YOU PASS ALONG//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RPM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 09:45 UTC
Remark: Start Date:17/11/27 09:44:00 UTC
Frm:CSJ - Src:83CA - 17/11/27 09:45:09 UTC
SEC BEL FUEL DOCK//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RPM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 09:45 UTC
Remark: Start Date:17/11/27 09:45:00 UTC
To:JRCC - Src:1709 - 17/11/27 09:45:31 UTC
CSJ AT BEL FUEL DOCK//TU

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** TEH
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 09:59 UTC
Remark: Start Date:17/11/27 09:59:00 UTC
Frm:CAPE ST JAMES - Src:83KL - 17/11/27 09:59:50 UTC
U/W FOR OUR BASE WILL CALL ALONG SIDE / R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** TEH
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 10:10 UTC
Remark: Start Date:17/11/27 10:08:00 UTC
To: - Frm:CAPE ST JAMES - Src:83KL - 17/11/27 10:10:06 UTC
4 U AND RCC WE R SEC BASE / R / REQ INCIDENT # / R GVN / R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** TEH
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Normal
Type of Vessel:
Date/Time of Registration: 27/11/2017 10:10 UTC
Remark: Start Date:17/11/27 10:10:00 UTC
To:JRCC - Src:1709 - 17/11/27 10:10:36 UTC
PSD BLW / R

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** RM
Case Identification:
Type of Event: Active
Name of Vesel: -
Reference Number:
Subtype of Event: Corrected
Type of Vessel:
Date/Time of Registration: 28/11/2017 10:58 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Corrected - 17/11/28 10:58:02 UTC - RUP - INNAV_rup02 - RM
Start Date:17/11/26 23:38:00 UTC
Frm:JAKE SHEARER - Src:11CAL - 17/11/28 10:58:02 UTC

==========
Corrected - 17/11/27 00:43:22 UTC - RUP - INNAV_rup02 - RM
Start Date:17/11/26 23:38:00 UTC
Frm:JAKE SHEARER - Src:11CAL - 17/11/27 00:43:22 UTC

==========
Start Date:17/11/26 23:38:00 UTC
Frm:JAKE SHEARER - Src:11CAL - 17/11/26 23:41:47 UTC
LOST CONTROL OF BARGE
51 45.78
128 20 1
9 POB
IMMED DANGER/BRKG LOOSE FM BARGE
AFLOAT NOT TAKING ON WATER,
40-50KTS, UGLY SEAS, 15+ VIS
STABLE, DRIFTING, DRIFTING, BARGE AND TUG AFLOAT
DIESLE AND UNLEADED,GAS 3.4 MILLION GALLONS (COMBINED)
/1.8 MILLION NO 1 DIESEL / 468 THOUSAND REG UNLEAD GAS
NOT IN IMMEDIATE DANGER
QSW 83A FOR PRCGR

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

End of report

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** TEH
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 11:02 UTC
Remark: Start Date:17/11/27 11:01:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 11:02:27 UTC
SAME BG IN SAME PX/STBY CLOSE TO IT//R WX?//R SAME AS BEFORE SEAS MAY HAVE DROPPED A BIT 8-10FT WINDS THE SAME//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 11:04 UTC
Remark: Start Date:17/11/27 11:02:00 UTC
To:JRCC - Src:PHONE - 17/11/27 11:04:34 UTC
RE BELOW AND CAJUN/NORMA H SWAPPING BARGES//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 11:36 UTC
Remark: Start Date:17/11/27 11:35:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 11:36:19 UTC
CKN ALL THE SAME //R TU AND WILL ADV WHEN CAJUN U/W//R TU

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 11:37 UTC
Remark: Start Date:17/11/27 11:36:00 UTC
To:JRCC - Src:1709 - 17/11/27 11:37:00 UTC
RE BELOW//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 11:38 UTC
Remark: Start Date:17/11/27 11:38:00 UTC
To:CGBR - Frm:JAKE SHEARER - Src:83CAL - 17/11/27 11:38:39 UTC
WHAT DO YOU HAVE FOR WINDS//R WSW 12-17KTS//R TU

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 11:52 UTC
Remark: Start Date:17/11/27 11:51:00 UTC
Frm:GULF CAJUN - Src:83CAL - 17/11/27 11:52:20 UTC
SWAPPED BG WITH NORMA H U/W FOR JAKE SHEARER 0800 AND WILL SBY ON 83A/11/16//R WILL PASS THAT ALONG

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 11:53 UTC
Remark: Start Date:17/11/27 11:52:00 UTC
To:JRCC - Src:1709 - 17/11/27 11:53:02 UTC
RE BELOW//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 11:53 UTC
Remark: Start Date:17/11/27 11:53:00 UTC
Frm:JRCC - Src:1709 - 17/11/27 11:53:31 UTC
NEXT TIME FOR CKN FROM JAKE SHEARER COMPLETE WX UPDATE//R WILL DO

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 12:00 UTC
Remark: Start Date:17/11/27 12:00:00 UTC
Frm:JAKE SHEARER - Src:83CAL - 17/11/27 12:00:57 UTC
NOTHING HAS CHANGED//R JRCC REQ WX REPORT//R 8-10 FT SEAS SOMETIMES 12 SW15-20KTS//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 12:01 UTC
Remark: Start Date:17/11/27 12:01:00 UTC
To:JRCC - Src:1709 - 17/11/27 12:01:34 UTC
RE BELOW//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 12:29 UTC
Remark: Start Date:17/11/27 12:28:00 UTC
To:JRCC - Src:FONE - 17/11/27 12:29:35 UTC
OCEAN CLIPPER?//R STEERING WX CRS UFN//OK

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 12:31 UTC
Remark: Start Date:17/11/27 12:30:00 UTC
Frm:JS - Src:83CA - 17/11/27 12:31:28 UTC
SITREP, SAME,//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GJB
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 12:59 UTC
Remark: Start Date:17/11/27 12:58:00 UTC
Frm:JS - Src:83CA - 17/11/27 12:59:15 UTC
SITREP SAME//R TU

Situation: GEN **Center:** RUP **Sector:** RUP03 **Initial:** RW
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 13:24 UTC
Remark: Start Date:17/11/27 13:21:00 UTC
Frm:TC - Src:FONE - 17/11/27 13:24:51 UTC
TUG AND BARGE CAN NOT LEAVE CDN WATERS UNTIL CLEARED BY TC

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 13:28 UTC
Remark: Start Date:17/11/27 13:27:00 UTC
Frm:JAKE S - Src:83 - 17/11/27 13:28:14 UTC
CHECKING IN, SIT NORMAL STILL STANDING BY AND WILL CHECK IN AGAIN AT 0600 // R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 13:28 UTC
Remark: Start Date:17/11/27 13:28:00 UTC
To:JRCC - Src:1709 - 17/11/27 13:28:43 UTC
BLW // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 13:44 UTC
Remark: Start Date:17/11/27 13:44:00 UTC
Frm:GORDON REID - Src:83 - 17/11/27 13:44:36 UTC
WOULD YOU PROVIDE AN UPDATED ETA GULF CAJUN // 0800 // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 13:45 UTC
Remark: Start Date:17/11/27 13:44:00 UTC
To:GORDON REID - Frm:GULF CAJUN - Src:83 - 17/11/27 13:45:39 UTC
IN HAK, SPEED 11 KT 0740 ETA WHAT IS WX? // WINDS 10-15 SW BY S // R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 13:46 UTC
Remark: Start Date:17/11/27 13:45:00 UTC
To:JRCC - Src:1709 - 17/11/27 13:46:19 UTC
BLW // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 14:03 UTC
Remark: Start Date:17/11/27 14:03:00 UTC
Frm:JAKE S - Src:83 - 17/11/27 14:03:59 UTC
CALLING TO CHECK IN SITUATION NORMAL WILL CHECK IN AGAIN AT 0630 // R GULF CAJUN 0740 // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 14:04 UTC
Remark: Start Date:17/11/27 14:04:00 UTC
To:JRCC - Src:1709 - 17/11/27 14:04:27 UTC
BLW // R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 14:34 UTC
Remark: Start Date:17/11/27 14:33:00 UTC
To:JAKE S - Src:83 - 17/11/27 14:34:38 UTC
WE ARE STILL STANDING BY BARGE, HOLDING WELL. JUST HAD MEN REFRESHEN THE WIRE GOT THAT RESET // R CALL AGAIN 0700

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** GM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 14:35 UTC
Remark: Start Date:17/11/27 14:34:00 UTC
To:JRCC - Src:FONE - 17/11/27 14:35:29 UTC
BLW // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 15:25 UTC
Remark: Start Date:17/11/27 15:25:00 UTC
Frm:JAKE SHEARER - Src:83CA - 17/11/27 15:25:46 UTC
HOLDING ANCHOR ALL IS WELL, HAD A CALL WITH THE CAJUN THEY WILL TAKE BARGE IN 30 MIN // R THANKS

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 15:42 UTC
Remark: Start Date:17/11/27 15:42:00 UTC
Frm:JAKE SHEARER - Src:83CA - 17/11/27 15:42:31 UTC
JRCC NUMBER? // R INFO PSD // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** RPM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 15:51 UTC
Remark: Start Date:17/11/27 15:50:00 UTC
To:EAGLE BAY - Src:11KL - 17/11/27 15:51:27 UTC
SEE ON AIS YOU STOP//R LETTING ONE OF THE VSLS IN TOW GO TO GO AHEAD OF US. THE GIL SENTINEL//R TRAFFIC PASSED//R
THX

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 15:53 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 15:53:00 UTC
Frm:JAKE SHEARER - Src:83CA - 17/11/27 15:53:37 UTC
CAJUN ALONGSIDE AND IS STARTING OPERATIONS TO GET EMERG TOW WIRE // THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 15:53 UTC
Remark: Start Date:17/11/27 15:53:00 UTC
To:RCC - Src:1709 - 17/11/27 15:53:51 UTC
RE BLW // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 16:36 UTC
Remark: Start Date:17/11/27 16:36:00 UTC
Frm:ROC - Src:83CA - 17/11/27 16:36:34 UTC
HAVE REID CALL US ? // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 16:36 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Remark: Start Date:17/11/27 16:36:00 UTC
To:REID - Src:83A - 17/11/27 16:36:51 UTC
RE BLW // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 16:54 UTC
Remark: Start Date:17/11/27 16:53:00 UTC
To:CAJUN - Frm:REID - Src:83CA - 17/11/27 16:54:49 UTC
FROM JAKE SHEARER CAJNUN HAS BARGE UNDERTOW JUST LETTING OUT SOME WIRE, WE DONT HAVE THE ANCHOR ALL THE WAY OUT RIGHT NOW, WE ARE WORKING ON GETTING BACK ON THE SLED, // R HAVE CAJUN GIVE US A CALL WHEN THEY HAVE SOME TIME WHEN THEY ARE FINE // R UNDERSTOOD

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 16:56 UTC
Remark: Start Date:17/11/27 16:55:00 UTC
To:CAJUN - Frm:REID - Src:83CA - 17/11/27 16:56:39 UTC
SLOW LEAK IN PORT TAKE, TOOK 1700 GALLONS OF WATER IN OUR FUEL TANK, WE HAVE NO PROBLEM TO LEVEL OUT OUR LIST // R NEED HELP GETTING SOMEWHERE? // NO NOT YET WE ARE GOING TO TAKE A LOOK AT IT AND LET YOU KNOW // R OFFICE IS AWARE? // NOT SURE IF THEY ARE AWARE THE CAJUN HAS THE TOW // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 16:59 UTC
Remark: Start Date:17/11/27 16:59:00 UTC
To:RCC - Src:1709 - 17/11/27 16:59:45 UTC
RE BLW // R FUEL LEAK? // R NOT SURE WANT ME TO ASK ON RADIO ? // R LETS WAIT HERE FOR A LITTLE BIT AND SEE WHAT THEY ARE SAYING TO THE RIED // R

Situation: GEN
Center: RUP
Sector: RUP02
Initial: RPM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 17:15 UTC
Remark: Start Date:17/11/27 17:15:00 UTC
To:INGENIKA - Src:71H - 17/11/27 17:15:57 UTC
ETA TO BEL?//R 1500/28//R THX

Situation: GEN
Center: RUP
Sector: RUP02
Initial: RPM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 17:16 UTC
Remark: Start Date:17/11/27 17:16:00 UTC
To:EAGLE BAY - Src:11KL - 17/11/27 17:16:24 UTC
ETA TO GOO FOR YOURSELF AND GIL SENTINEL//R HEADING TO KLE FOR INSTRUCTIONS//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 17:44 UTC
Remark: Start Date:17/11/27 17:43:00 UTC
To:SHEARER - Frm:REID - Src:83CA - 17/11/27 17:44:19 UTC
CAN YOU CALL JRCC WHEN YOU HAVE A FEW MIN // R WE CAN DO THAT RIGHT NOW // R ANY COMMS ABOUT PORT OF REGUGE?
// NO ANSWER FROM OUR SIDE YET// HAVE YOU AND CAJUN TALKED ABOUT IT YET? // R NOTHING FINALIZED // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE02 **Initial:** NA
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 17:49 UTC
Remark: Start Date:17/11/27 17:49:00 UTC
Frm:EAGLE BAY - Src:4125 - 17/11/27 17:49:54 UTC
RDO CHK // R LC // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 18:02 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Remark: Start Date:17/11/27 18:00:00 UTC
Frm:RCC - Src:1709 - 17/11/27 18:02:43 UTC
REID TO GIVE ME A CALL, TUG IS GOING TO TALK TO THE GUYS ON THE BARGE THEN HEADING NORTH BOUND, // R CAJUN? // R HE IS HEADING NORHTBOUND AS WELL. WE WILL HAVE THE REID ESCOUR THE CAJUN AS THERE IS CREW ON THE BARGE // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 18:03 UTC
Remark: Start Date:17/11/27 18:02:00 UTC
To:REID - Src:83CA - 17/11/27 18:03:08 UTC
RE BLW // R HAVE THAT FINE THANKS, SOUNDS LIKE THE SHEARER IS HEADING NORTH AHEAD OF US // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 18:08 UTC
Remark: Start Date:17/11/27 18:07:00 UTC
To:JAKE SHEARER - Src:83KL - 17/11/27 18:08:34 UTC
HEADING TO MILBANKE? // R WE WILL BE // R UW // NEG NOT YET BUT WE WILL BE IN ABOUT 20 MIN // R 9 CREW IN TOTAL HOW MANY ON BARGE? // 2 IN TOTAL ON BARGE // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** LR
Case Identification: **Reference Number:**

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 18:18 UTC
Remark: Start Date:17/11/27 18:16:00 UTC
Frm:JAKE SHEARER - 17/11/27 18:18:57 UTC
UPDATE: MAKING 5.5 JKNOTS, NOT LEAVING BARGE, STAYING ALONGSIDE GULF CAJUN AND ZIDEL, 7 GUYS ON JS AND 2 ON BARGE WITH L/S GEAR//R AND DEST MIL THEN TO DECIDE WHAT TO DO AFTER THAT?//R EMMALINE BANK, SFC AREA, WX ON STERN //R

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: LR
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 18:19 UTC
Remark: Start Date:17/11/27 18:19:00 UTC
To:RCC - Src:1709 - 17/11/27 18:19:36 UTC
RE BLW//R Q

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: LR
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 18:26 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Remark: Start Date:17/11/27 18:22:00 UTC
To:RCC - Src:FONE - 17/11/27 18:26:08 UTC
RE POLLUTION ON JAKE SHEARER INGRESS WATER IN FUEL?//R THEY'RE WORKING ON IT LOST LOTS OF NAV GEAR, BUT RADAR X 2 AND ECTIS BACK UP AND AIS TXTNG. CREW ON CH68. THERE IS STILL 20 FEET ANCHOR OUT STILL ON BARGE, NOT TRACKING WELL BUT MAKING WAY//R//R ANY OPOSING TFC THAN OCEAN MARINER?//NEG, THEY BE AT IDPE FOR 1300//R

Situation: GEN — **Center:** RUP — **Sector:** RUPSAFE01 — **Initial:** LR
Case Identification: — **Reference Number:**
Type of Event: Active — **Subtype of Event:** Normal
Name of Vesel: - — **Type of Vessel:** — **Date/Time of Registration:** 27/11/2017 18:29 UTC
Remark: Start Date:17/11/27 18:28:00 UTC
To:RCC - Src:FONE - 17/11/27 18:29:30 UTC
RE PACIUFIC TITAN S BOUND IDPE 1325 AND EAGLE BAY/GIL SENTINEL STILL HOLDING IN KLE//R

Situation: GEN — **Center:** RUP — **Sector:** RUPSAFE01 — **Initial:** LR
Case Identification: — **Reference Number:**
Type of Event: Active — **Subtype of Event:** Normal
Name of Vesel: - — **Type of Vessel:** — **Date/Time of Registration:** 27/11/2017 20:33 UTC
Remark: Start Date:17/11/27 20:33:00 UTC
To:GR AND JAKE SHEARER - Src:83KL - 17/11/27 20:33:58 UTC
WMS AVAILABLE FOR WX ON 83A//R

Situation: GEN — **Center:** RUP — **Sector:** RUP02 — **Initial:** WM
Case Identification: — **Reference Number:**

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 21:29 UTC
Remark: Start Date:17/11/27 21:25:00 UTC
Frm:BOB BENNET ROC - Src:FONE - 17/11/27 21:29:47 UTC
LOOKING TO VERIFY INFO, AT SOME POINT AFTER GULF CAJUN ARRIVED, WE RECVD INFORMATION JAKE SHEARER HAD TAKEN ON WATER, AM LOOKING FOR WORDING OF WHAT WAS REPORTED // XFER TO SUP

Situation: GEN
Center: RUP
Sector: RUPSAFE01
Initial: CY
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 27/11/2017 21:36 UTC
Remark: Start Date:17/11/27 21:30:00 UTC
Frm:ROC BOB BENNET - Src:FONE - 17/11/27 21:36:36 UTC
RE WATER ON THE JAKE SHEARER, WHAT IS SOURCE // R UNKNOWN, JUST THAT THERE IS WATER IN FUEL TANK // R CAN U ASK WHEN YOU TALK TO THEM NEXT//R WILL HAVE IT ON THE LIST//R

End of report

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 23:21 UTC
Remark: Start Date:17/11/27 23:21:00 UTC
To:REID - Src:83KL - 17/11/27 23:21:38 UTC
ETA NNB // R 1730-1800

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 23:42 UTC
Remark: Start Date:17/11/27 23:42:00 UTC
Frm:BB1 - Src:83CA - 17/11/27 23:42:55 UTC
3 POB SHW 5 MIN WC RTB // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 23:47 UTC
Remark: Start Date:17/11/27 23:47:00 UTC
Frm:BB1 - Src:83CA - 17/11/27 23:47:35 UTC
RTB // R THANKS

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 23:51 UTC
Remark: Start Date:17/11/27 23:51:00 UTC
Frm:BEL1 - Src:83CA - 17/11/27 23:51:20 UTC
SCRD BASE // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 27/11/2017 23:51 UTC
Remark: Start Date:17/11/27 23:51:00 UTC
To:JRCC - Src:1709 - 17/11/27 23:51:50 UTC
RE ABV // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 00:20 UTC
Remark: Start Date:17/11/28 00:19:00 UTC
Frm:CSJ - Src:83CA - 17/11/28 00:20:00 UTC
ROC AND RCC AWAY GOING TO GET BELLA BELLA REP THEN HEAD TO REID // R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 00:20 UTC
Remark: Start Date:17/11/28 00:20:00 UTC
To:RCC - Src:1709 - 17/11/28 00:20:45 UTC
RE BLW // R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 00:42 UTC
Remark: Start Date:17/11/28 00:41:00 UTC
Frm:CSJ - Src:83CA - 17/11/28 00:42:22 UTC
AWAY FROM BEL FOR NMB 5 POB 1715

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 01:03 UTC
Remark: Start Date:17/11/28 01:03:00 UTC
Frm:CSJ - Src:83KL - 17/11/28 01:03:29 UTC
WITH THE SHEARER AND CAJUN NOW // R THANKS

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUP02 **Initial:** CY
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 01:10 UTC
Remark: Start Date:17/11/28 01:06:00 UTC
Frm:DON SBY MARINE INSPECTOR - Src:FONE - 17/11/28 01:10:00 UTC
FOLLOWING UP ON TUG AND BARGE INCIDENT, DO YOU HAVE ANY UPDATES? // XFER TO SUP

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 01:10 UTC
Remark: Start Date:17/11/28 01:10:00 UTC
Frm:TC DON - Src:FONE - 17/11/28 01:10:41 UTC
UPDATES? // NEG // R CAN YOU GIVE ME A CALL WHEN THEY ARE ANCHORED // R // R 250-216-5463

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 01:14 UTC
Remark: Start Date:17/11/28 01:14:00 UTC
Frm:CSJ - Src:1709 - 17/11/28 01:14:38 UTC
THE MAN FROM BELLA IS HAPPY WITH WHAT HE SEES, AND WE ARE RTB // R THANKS

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Fisheries and Oceans Canada
Coast Guard

Pêches et Océans Canada
Garde côtière

Production Date/Time
17/12/01 09:22:58

Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 01:15 UTC
Remark: Start Date:17/11/28 01:14:00 UTC
To:RCC ROC - Src:1709 - 17/11/28 01:15:03 UTC
RE BLW // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 01:41 UTC
Remark: Start Date:17/11/28 01:41:00 UTC
Frm:CSJ - Src:83KL - 17/11/28 01:41:41 UTC
DROPPED OFF [redacted] AND NOW GOING TO GET SOME FUEL WC WHEN SECURED // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 01:50 UTC
Remark: Start Date:17/11/28 01:50:00 UTC
Frm:CSJ - Src:83KL - 17/11/28 01:50:46 UTC
RTB // R THANKS

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 01:59 UTC
Remark: Start Date:17/11/28 01:59:00 UTC
Frm:CSJ - Src:83KL - 17/11/28 01:59:36 UTC
BAB / R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 02:00 UTC
Remark: Start Date:17/11/28 01:59:00 UTC
To:RCC - Src:1709 - 17/11/28 02:00:01 UTC
RE BLW // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 02:38 UTC
Remark: Start Date:17/11/28 02:36:00 UTC
Frm:JAKE SHEARER - Src:83KL - 17/11/28 02:38:18 UTC
WE ARE IN NMB, ANCHOR DOWN AND SECURED, 900 FEET OF CABLE ON THE BOTTOM. THE GULF CAJUN IS ALONSIDE AND IS GOOD AND SECURED // INTENTIONS? // SIT HERE CHECK DAMAGE, COMPANY IS SENDING ANOTHER TUG // R THANKS

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 02:39 UTC
Remark: Start Date:17/11/28 02:38:00 UTC
To:RCC ROC - Src:1709 - 17/11/28 02:39:16 UTC
RE BLW // R THANKS TUG IS THE EARL W REDD // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** SM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 02:52 UTC
Remark: Start Date:17/11/28 02:51:00 UTC
To:REID - Src:83KL - 17/11/28 02:52:31 UTC
INTENTIONS? // R BOOM TUGS AND ANCHOR NMB THIS EVENING // R THANKS

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 03:25 UTC
Remark: Start Date:17/11/28 03:24:00 UTC
Frm:GORDON REID - Src:83KLE - 17/11/28 03:25:28 UTC
RVSD INTENTIONS: WILL NOT ANC IN NMB, PLAN TO RUN SLOW CRSE IN RAY AND RETURN CHANNEL OVERNIGHT//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST CENTER			
RUP02				
RUP03				
... more ...				

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 28/11/2017 03:26 UTC
Remark: Start Date:17/11/28 03:25:00 UTC
To:JRCC - Src:1709 - 17/11/28 03:26:07 UTC
PSD LST//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 28/11/2017 03:33 UTC
Remark: Start Date:17/11/28 03:31:00 UTC
Frm:NORTHERN LIGHTS - Src:16KLE, CAL - 17/11/28 03:33:21 UTC
CALL//REQ ASSIST?//NO GORDON REID ASKED ME TO GIVE YOU A CALL WHEN I WAS SEC AT DFOCK IN SHW. PRESENTLY I AM SEC IN SHW. JAKE SHEARER IS ANCHORED UP NMB//R QSW 83A

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification:
Reference Number:
Type of Event: Active
Subtype of Event: Normal
Name of Vesel: -
Type of Vessel:
Date/Time of Registration: 28/11/2017 03:34 UTC

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

Remark: Start Date:17/11/28 03:33:00 UTC
Frm:NORTHERN LIGHTS - Src:83KLE - 17/11/28 03:34:22 UTC
CALL//R I COPIED BLW. DID I MISS ANYTHING//NEG//WILL YOU BE INVOLVED IN OPS TOMORROW?//QUITE POSSIBLY. IF I AM I WILL CALL YOU IN THE MORNING//R FOR THIS OPS, IF YOU NEED TO CALL PRCGR, YOU CAN CALL ON 83A//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 03:37 UTC
Remark: Start Date:17/11/28 03:37:00 UTC
To:JRCC - Src:FONE - 17/11/28 03:37:41 UTC
LOCAL BOAT NORTHERN LIGHTS WAS WORKIN IN THE OP, HE CALLED SECURED ALONGSIDE SHW. DO YOU WANT TO KNOW ABOUT THE LOCAL BOAT MOVEMENTS?//NO. THE ROC MIGHT. THEY ARE THE LEAD NOW//R

Situation: GEN **Center:** RUP **Sector:** RUPSAFE01 **Initial:** RM
Case Identification: **Reference Number:**
Type of Event: Active **Subtype of Event:** Normal
Name of Vesel: - **Type of Vessel:** **Date/Time of Registration:** 28/11/2017 03:39 UTC
Remark: Start Date:17/11/28 03:38:00 UTC
To:GORDON REID - Src:83KLE - 17/11/28 03:39:33 UTC
GOT CALL FM LOCAL BOAT NORTHERN LIGHTS THAT THEY ARE SEC IN SHW. DOES THAT NEED TO BE PASSED ON TO THE ROC - ARE THEY KEEPING TRACK OF THE MOVEMENTS OF THE LOCAL BOATS?// NOT SURE IF THEY ARE KEEPING TABS ON THE LOCAL BOATS, BUT MAY AS WELL PASS THAT ON TO BE SAFE//R

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Operations Log

Occurred between:
User:
Case Identification:
Vessel:
Source: INNAV
Situation:
Reference Number:
Vessel Type:

Sector:	Operational Center:	Type of Event:	SubType of Event:	Status:
RUP01	PRINCE RUPERT MCST			
RUP02	CENTER			
RUP03				

... more ...

End of report

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Crooks, Robert

From: Baillie, Tania
Sent: 2017–December-01 1:45 PM
To: Crooks, Robert
Cc: Statham, Art
Subject: RE: Audio recording of Jake Shearer
Attachments: Jake Shearer Initial Call - No Timetalk.mp3; Jake Shearer Initial Call - Timetalk.mp3
Audio files provided in A-2018-00015

Here is the first hour of comms both with and without time talk. Although he doesn't say "Mayday", when asked if in immediate danger he says yes.

The remaining information will most likely have to be sent on a disk.

Cheers, Tania

From: Crooks, Robert
Sent: 2017–November-30 6:07 PM
To: Baillie, Tania
Cc: Statham, Art
Subject: Fw: Audio recording of Jake Shearer

Tania,

Can you make an audio file of the initial call from the JAKE SHEARER, and send it to Art and I. Also, please confirm whether the tug made a distress call or if it call traffic without priority to report their situation.

Thank you,
Bob

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Statham, Art <Art.Statham@dfo-mpo.gc.ca>
Sent: Thursday, November 30, 2017 4:43 PM
To: Imbeau, Michelle
Cc: Crooks, Robert
Subject: RE: Audio recording of Jake Shearer

Distress was never declared by the vessel. A call to the MCTS centre in Prince Rupert advising of their situation occurred only to the best of my knowledge.

Art Statham
Superintendent - MCTS Western Region

From: Imbeau, Michelle
Sent: 2017–November-30 3:42 PM
To: Statham, Art
Subject: Audio recording of Jake Shearer

Hello Art

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I've been asked by an Alaska radio station if we would release the audio recording for the tug *Jake Shearer* initial distress call to Coast Guard on Sunday afternoon. What is CCG's policy on this?

Thanks,

Michelle Imbeau

Communications Advisor
Canadian Coast Guard / Fisheries and Oceans Canada / Government of Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tel: 604-666-2872 / Cell: [redacted]

Conseillère en communications
Garde côtière canadienne / Pêches et Océans Canada / Gouvernement du Canada
Michelle.Imbeau@dfo-mpo.gc.ca / Tél : 604-666-2872 / Tél cel : [redacted]

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Joy, Nickolas

From: McNish, Joanne
Sent: March-22-18 3:27 PM
To: Joy, Nickolas
Subject: FW: Diver's report

From: McNish, Joanne
Sent: Friday, December 1, 2017 9:57 PM
To: Yeung, To For <ToFor.Yeung@tc.gc.ca>
Subject: Re: Diver's report

Thanks John

Sent by BB

From: Yeung, To For
Sent: Friday, December 1, 2017 7:16 PM
To: Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Brady, Jeff; McNish, Joanne; [redacted] D CIV'; [redacted]
Subject: FW: Diver's report

Hello all,

Update at 1900 hours, ABS Class and Transport Canada Marine Safety Inspector completed the final inspection of the repairs made to the tug "Jake Shearer" and barge "Zidell Marine 277", and satisfied that they are fit to proceed.

Transport Canada is still waiting for the tow plan from Harley Marine for review and approval for the towing voyage to their next port of Ketchikan, Alaskan. The tow plan to be ready shortly.

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

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D'sa, Leslie

From: Murdock, Philip
Sent: Friday, December 1, 2017 7:34 PM
To: Wootton, Brian
Subject: FW: Diver's report
Attachments: Harley Report 2.pdf

FYI.

Philip Murdock
Superintendent, Environmental Response
CCG Western Region

From: Yeung, To For [ToFor.Yeung@tc.gc.ca]
Sent: December 1, 2017 7:15 PM
To: Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Brady, Jeff; McNish, Joanne; [redacted] CIV'; [redacted]
Subject: FW: Diver's report

Hello all,

Update at 1900 hours, ABS Class and Transport Canada Marine Safety Inspector completed the final inspection of the repairs made to the tug "Jake Shearer" and barge "Zidell Marine 277", and satisfied that they are fit to proceed.

Transport Canada is still waiting for the tow plan from Harley Marine for review and approval for the towing voyage to their next port of Ketchikan, Alaskan. The tow plan to be ready shortly.

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca<mailto:tofor.yeung@tc.gc.ca> / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises Transports Canada / Gouvernement du Canada tofor.yeung@tc.gc.ca<mailto:tofor.yeung@tc.gc.ca> / Tél: 604-666-9179 / ATS : 1-888-675-6863

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HARLEY MARINE
CRUISIN'
FOR 30 YEARS

Report for:

Repairs and Video Inspection of Jake Shearer

December 1 2017

Inspection by Hydra Marine Services Inc

s.19(1)

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TABLE OF CONTENTS

1 Introduction

1.1 Purpose of Dive
1.2 Procedure

2 Survey Results and Work Performed

2.1 Repairs to portside
2.2 Inspection to Zidell 277
2.3 Inspection of Jake Shearer

1 1.0 Introduction

Vessel: Jake Shearer / Ziedel 277

Survey by: Hydra Marine Services Inc.: [redacted]

Contact [redacted] - Director of Safety (Harley Marine) - [redacted]

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Harley Marine
Jake Shearer

Date: December 1st, 2017

1.1 Purpose of Dive

The purpose of the dive was to:

- To reassess the extent of the damage to the hull of the tug. Priority being the forward of midships where access was limited due to the positioning of the Jake Shearer in the pocket of the Z277.
- To inspect the stern pocket of the Z277 where the Jake Shearer limited access.
- To drill stop the previously assessed cracks and to drill stop any other found cracks.
- To reapply Splashzone to all cracks.
- To photograph and video the repairs.

1.2 Procedure

A dive was undertaken to remove the previously applied Splashzone. A four lbs sledge hammer, cold chisel and axe were used to remove the Splashzone. Three cracks were center punched and drilled at both ends. A 3/16 cobalt drill bit and pneumatic drill were used to complete this. Photographs and video were then taken of the three areas. Splashzone was then reapplied to those three cracks.
A visual inspection of the stern pocket of the Z277.
A video inspection of the Bow section of the Jake Shearer.

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2 2.0 Survey Results and Work Performed

2.1 Repairs to Portside

The diver removed the previously applied Slashzone, using a hammer, chisel and axe. Upon re inspection of the damaged area, the diver concluded that the forward two cracks are likely joined together behind an obstruction. Therefore leaving three cracks instead of four. These three cracks were then center punched and drill through. A 3/16 hole is now found at the terminus of all three cracks.
After videoing and photographing the now drilled cracks, Splashzone was again applied to the three areas.
The most forward crack, C1, is found along the bilge keel between frames 14 and 15. The next crack heading aft,C2, is found along the bilge keel between frames 15 and 16. The most aft crack, C3, is found along the bilge keel at frame 16.

Two hours after applying the Splashzone, the diver re-examined the damaged area. The Splashzone has begun to cure, the Splashzone is now firm and slightly tacky to the touch. It is the diver opinion that all is well with the repair.

Photographs and Video will be provided with, albeit separately, this report.

2.2 Visual Inspection of Zidell 277

Damage was found only on the portside of the pocket at the stern of the Zidell 277. 2 dents and 2 scrapes were noted during the inspection. The first dent begins above water line and continues 3 feet below water line. The plating is inset 1.5 inches and has a diameter of 10 feet. The second dent is located 13 feet below water, has a ten foot diameter and is inset 3 inches. The two scrapes run parallel to each other, have a length of 8 feet and a maximum depth of $1/8^{th}$ inch.

2.3 Video Inspection of the Bow section of the Jake Shearer.

Nothing new was noticed during the insection of the Jake Shearer since being removed from the pocket of the Zidell 277.

No information has been removed or severed from this page
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Harley Marine
Jake Shearer

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: [redacted]
Sent: 2017–December-01 6:35 AM
To: CCG MCTS RHQ Western / GCC SCTM bureau régional lOuest (DFO/MPO); Brady, Jeff
Subject: Information request

To whom it may concern,

I am [redacted] with Harley Marine Services. I am inquiring to obtain any VHF radio traffic, AIS data, radar data, that Prince Rubert VTS may have concerning the ATB JAKE SHEARER / ZIDELL MARINE 277 incident off of Goose Island on November 26th 2017 and throughout the 27th as well. Any help you can provide regarding this matter would be greatly appreciated and helpful with our investigation.

Very respectfully,

[redacted]
Harley Marine Services
[redacted]
| C: [redacted]
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

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Dait, Haydee

From: Murdock, Philip
Sent: 2017–December-01 8:21 AM
To: McNish, Joanne; Brady, Jeff
Subject: Re: Incident

Agree. Thanks Joanne.

Philio

Sent from my BlackBerry 10 smartphone on the Bell network.

From: McNish, Joanne
Sent: Friday, December 1, 2017 8:19 AM
To: Murdock, Philip; Brady, Jeff
Subject: RE: Incident

Lets formally ask TC for a count of what they have, and have approved.

That way we support Harley marine by not having further delays.

I'll reach out to Terri.

Joanne

From: Murdock, Philip
Sent: Friday, December 1, 2017 8:17 AM
To: Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca>
Cc: McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>
Subject: Incident

Has the RP provided the Towing Plan? I hope that have/will, as I don't want this to delay a possible departure later today.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

Page 1488

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Dait, Haydee

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–December-01 8:51 AM
To: Wootton, Brian; Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody; Imbeau, Michelle; JRCC Victoria / CCCS Victoria (DFO/MPO); [redacted]; NCC / CCN (DFO/MPO); Admin_NCC / Admin_CCN (DFO/MPO); Ivany, Gary; 'Israr Waheed'; Girouard, Roger; De Rainville, David; Bate, Dan; 'rod.pick@rcmp-grc.gc.ca'; 'Whitelaw, Tywana'
Subject: JAKE SHEARER CONFERENCE CALL MEETING MINUTES
Attachments: JAKE SHEARER CONFERENCE CALL Dec.1.docx

Please find attached minutes from 0800 PDT conference call.

JAKE SHEARER CONFERENCE CALL
December 1, 2017 0800 PDT
CCG- VICTORIA

ATTENDEES:
Rhona Lettau - CCG
Joanne McNish - CCG
John Yeung – TC Duty Officer
Philip Murdock – CCG ER
Jeff Brady – CCG ER
Michelle Imbeau – DFO Communications
ICS - Port Hardy
[redacted]- Heiltsuk Nation6
Angie Poss – BCMOE
Eric Chiang – DFO
[redacted]WCMRC
[redacted] Heiltsuk Nation
Harley Marine – [redacted]
[redacted]- WCMRC
NCC – Team in Ottawa

- **Weather Report**
- **Updates:**
  - **Transport Canada** –
    - The Harley Marine representatives and owners have confirmed the divers are waiting for gear to arrive from Vancouver. Repair operations are to begin at 1100 and are expected to take 2-3 hours to complete.

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- After the final inspection is completed TC will send Hartley Marine a final e-mail with details of the inspection.

- **CCG ER Report –**
  - Static and standing by.

- **Harley Marine –**
  - The tug remains anchored and boomed off.
  - Have been in contact with the USCG in Juno and are actively creating a plan for movement depending on the approval letter.
  - Can e-mail specific information directly to: [redacted]

- **EMBC –**Nothing to report

- **MOE –** Nothing to report

- **Heiltsuk –** We are on stand-by for assistance

- **WCMRC –** Still have 1 vessel on scene and are standing by.

***Next Teleconference will be held: December 1, 2017 at 1400LT**

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JAKE SHEARER CONFERENCE CALL

December 1, 2017 0800 PDT

CCG- VICTORIA

ATTENDEES:

Rhona Lettau - CCG

Joanne McNish - CCG

John Yeung – TC Duty Officer

Philip Murdock – CCG ER

Jeff Brady – CCG ER

Michelle Imbeau – DFO Communications

ICS - Port Hardy

[redacted] Heiltsuk Nation6

Angie Poss – BCMOE

Eric Chiang – DFO

[redacted] WCMRC

[redacted] Heiltsuk Nation

Harley Marine – [redacted]

[redacted] WCMRC

NCC – Team in Ottawa

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- **Updates:**
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  - **Harley Marine –**
    - The tug remains anchored and boomed off.
    - Have been in contact with the USCG in Juno and are actively creating a plan for movement depending on the approval letter.
    - Can e-mail specific information directly to:
  - **EMBC –**Nothing to report
  - **MOE –** Nothing to report
  - **Heiltsuk –** We are on stand-by for assistance
  - **WCMRC –** Still have 1 vessel on scene and are standing by.

***Next Teleconference will be held: December 1, 2017 at 1400LT**

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From:
Sent: 2017–December-01 9:24 AM
To:
Cc: Brady, Jeff;
Subject: Re: Crew Change For Eagle Bay

We are expecting to have an answer on weather or not we can sail by 1530. If. This goes favorably we will be sending assets home. Lets reevaluate after 1400.

Harley Marine Services
P: (
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

On Dec 1, 2017, at 9:08 AM, wrote:

> Hello
>
> As discussed this morning, pending the outcome of today's 1400 briefing, WCMRC would like to relieve the crew of the Eagle Bay skimming vessel. If the conditions listed in the demobilization plan (210 dated Nov 29) have not been already met, WCMRC intends to effect this crew change no earlier than Nov 4. Please rest assured that this crew change will be executed in a manner that will keep costs reasonable and ensure continuous crew coverage.
>
> Regards

Nanaimo

<NewImage.JPG>

Email:
Direct:
Fax: (250) 746-9447

Western Canada Marine Response Corp • Vancouver Island: 21 - 13 Victoria Cres . Nanaimo, BC V9R 5B9

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Dait, Haydee

From:
Sent: 2017–December-01 7:46 PM
To: Brady, Jeff
Subject: Conf Letter from Harley Marine
Attachments: JAKE SHEARER UC CONF..pdf

Harley Marine Services
P: | C:
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

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HARLEY MARINE SERVICES, INC.

910 SW Spokane Street, Seattle, Washington 98134
Telephone: (206) 628-0051 ♦ Fax: (206) 628-0293
www.harleymarine.com

Attention: Unified Command
Re: Tug JAKE SHEARER, Barge: Zidell Marine 277

Harley Marine Services confirms that Transport Canada Hull and American Bureau of Shipping (ABS) have inspected all hull and machinery and are complete,

Please find our confirmation that any threat of pollution has been diminished by repairs made to the vessel.

Respectfully,

[redacted]

[redacted]

ISO 9001:2008 Certificate No: 51035
ABS ISM CERTIFIED
OHSAS 18001:2007 Certificate No: 51750
RESPONSIBLE CARRIER PROGRAM
ISO 14001:2004 Certificate No: 51751

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Dait, Haydee

From: [redacted]
Sent: 2017–December-01 2:51 PM
To: Brady, Jeff; [redacted]
Cc: Angie.poss@gov.bc.ca; [redacted]
Subject: RE: WCMRC Demob Plan

Understood, no move before clearance from Jeff Brady.

[redacted] Nanaimo

[redacted] Vancouver Island: 21 - 13 Victoria Cres., Nanaimo, BC V9R 5B9

Western Canada Marine Response Corp

Please consider the environment before printing this email

From: Brady, Jeff [mailto:Jeff.Brady@dfo-mpo.gc.ca]
Sent: December-01-17 2:48 PM
To: [redacted]
Cc: [redacted] Angie.poss@gov.bc.ca; [redacted]
Subject: RE: WCMRC Demob Plan

Hello,

This looks good to me, however please stand by to act on this. I will notify you once TC has, again, approved the repairs.

Jeff

From: [redacted]
Sent: December-01-17 2:28 PM
To: Brady, Jeff
Cc: [redacted]
Subject: WCMRC Demob Plan

Good afternoon Jeff,

Can you please review this and let me know if the changes are acceptable?

Thank you,

[redacted]

Email: [redacted]
Direct:
Fax:

WCMRC
Western Canada Marine Response Corporation

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Western Canada Marine Response Corporation •

This message is confidential. It may also be privileged or otherwise protected by work product immunity or other legal rules. If you have received it by mistake, please let us know by e-mail reply and delete it from your system; you may not copy this message or disclose its contents to anyone. Please send us by fax any message containing deadlines as incoming e-mails are not screened for response deadlines. The integrity and security of this message cannot be guaranteed on the Internet.

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Dait, Haydee

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–December-01 2:51 PM
To: Wootton, Brian; Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody; Imbeau, Michelle; JRCC Victoria / CCCS Victoria (DFO/MPO); [redacted] NCC / CCN (DFO/MPO); Admin_NCC / Admin_CCN (DFO/MPO); Ivany, Gary; 'Israr Waheed'; Girouard, Roger; De Rainville, David; Bate, Dan; 'rod.pick@rcmp-grc.gc.ca'; 'Whitelaw, Tywana'
Subject: JAKE SHEARER CONFERENCE CALL MEETING MINUTES -Dec 1 1400
Attachments: JAKE SHEARER CONFERENCE CALL Dec.1._ 1400.docx

Please find attached minutes from 1400 PDT conference call.

JAKE SHEARER CONFERENCE CALL
December 1, 2017 0800 PDT
CCG- VICTORIA

ATTENDEES:
Rhona Lettau - CCG
Joanne McNish - CCG
John Yeung – TC Duty Officer
Philip Murdock – CCG ER
Jeff Brady – CCG ER
[redacted] - Heiltsuk IC's/Council Representative
Kelly Brown –Heiltsuk IC's/Council Representative
[redacted] - Heiltsuk IC's/Council Representative
Angie Poss – BCMOE
[redacted] - WCMRC
Harley Marine – [redacted] and [redacted]
[redacted] - WCMRC
Derek Moss – Incident Management Director
EMBC Provincial Duty Manager
Dan Bate – DFO Communications
Capt. Nicola Mancey – CCGS Gordon Reid
[redacted] and [redacted] - USCG
Bridget & Travis – Central Coast Regional District

- **Weather Report**
- **Updates:**
  - **Transport Canada** –
    - Divers are still working on the repairs.
    - Harley Marine contacted the Pacific Pilots directly and was told they did not require pilots for their intended route. The tug owners won't be taking on pilots when transiting after they are granted approval.
    - The final inspection of the tug is approximately 1500.

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- After final inspection the tow plan will need to be submitted to Transport Canada for final approval.
- TC anticipates clearance and repairs later today.

- **CCG ER Report –**
  - Once repairs are completed, CCG ER is in support of the boom being dismantled and WCMRC being released.
  - Tanu is Southbound in Laredo Sound and is available for escort.

- **Harley Marine –**
  - The tug remains anchored and boomed off.
  - Have been in contact with the USCG in Juno and are actively creating a tow plan for movement, estimated time of completion is 1530.
  - Email [redacted] directly to request a copy of the tow plan: [redacted]

- **EMBC –**Nothing to report

- **MOE –** Nothing to report

- **Heiltsuk –** Stand-by for assistance

- **WCMRC –** Still have 1 vessel on scene and will begin demobilization of their gear once Transport Canada is satisfied with the repairs.

- **Gordon Reid –** Is standing by in Hartley Bay if needed to assist.

***Next Teleconference will be held: December 1, 2017 at 1600LT**

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JAKE SHEARER CONFERENCE CALL

December 1, 2017 0800 PDT

CCG- VICTORIA

ATTENDEES:

Rhona Lettau - CCG
Joanne McNish - CCG
John Yeung – TC Duty Officer
Philip Murdock – CCG ER
Jeff Brady – CCG ER
[redacted] – Heiltsuk IC's/Council Representative
Kelly Brown –Heiltsuk IC's/Council Representative
[redacted] Heiltsuk IC's/Council Representative
Angie Poss – BCMOE
[redacted] WCMRC
Harley Marine – [redacted] and [redacted]
[redacted] - WCMRC
Derek Moss – Incident Management Director
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Dan Bate – DFO Communications
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[redacted] and [redacted] – USCG
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  - Email directly to request a copy of the tow plan:

- **EMBC –**Nothing to report

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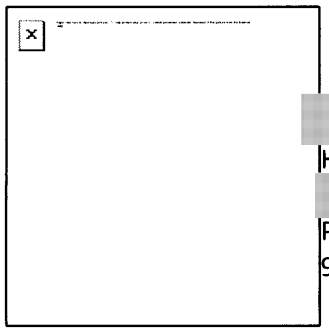
***Next Teleconference will be held: December 1, 2017 at 1600LT**

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: [redacted]
Sent: 2017–December-01 3:43 PM
To: Brady, Jeff
Subject: Re: Jake Shearer

Roger
Thank you



[redacted]
Harley Marine Services
[redacted]
P: [redacted] | C: [redacted]
910 SW Spokane Street Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

On Dec 1, 2017, at 3:39 PM, Brady, Jeff <Jeff.Brady@dfo-mpo.gc.ca> wrote:

> Hello [redacted]
>
> Thanks for the update.
>
> In regards to wording from Harley Marine, the UC agreed that we require "Written confirmation from Harley Marine Services that both (ABS/Class & Haul) inspections are complete, and that the vessels no longer pose a threat to discharge". How professional Harley Marine would like to be in this written confirmation is up to the company. Understanding that you are on a tug, and have little resources, I'd recommend you email the UC with such wording, and have someone from your office follow up with an official letter. Agree?
>
> Jeff
>
> **From:** [redacted]
> **Sent:** December-01-17 3:08 PM
> **To:** Brady, Jeff
> **Subject:** Jake Shearer
>
> 1. Dive team has completed the drilling required by TC
> Both TC and ABS
> TC is taking some snap shots to provide is mgmt. team
>
> the epoxy will be applied after both inspectors are satisfied with the additional drilling

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can you advise do you need a formal letter, or will an email suffice once we have determined we are no longer a threat to the environment ?

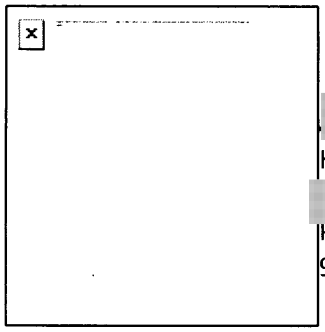
[redacted]
Harley Marine Services
[redacted]
P: [redacted] C: [redacted]
910 SW Spokane Street Seattle, WA 98134

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Dait, Haydee

From:
Sent: 2017–December-01 7:43 PM
To: Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Brady, Jeff; McNish, Joanne
Cc:
Subject: FW: Harley Marine - DRAFT Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER



Harley Marine Services
P: | C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From:
Sent: Friday, December 01, 2017 11:31 AM
To:
Cc:
; 'david.pikul@alaska.gov' <david.pikul@alaska.gov>; 'krista.garrett@alaska.gov' <krista.garrett@alaska.gov>; ; 'bob.mattson@alaska.gov' <bob.mattson@alaska.gov>;
Subject: RE: Harley Marine - DRAFT Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Hello CDR

We have been doing some additional inspections and qualifications of the pin system under the guidance of the manufacturer and this has all gone quite well.
We are working with ABS and the manufacturer to seek approval to utilize the pins for transit to KTN allowing the JAKE SHEARER to act as a "tail boat", they will not assume primary responsibility for the tow.

I just wanted to get this update in front of you so you were not surprised when we submit the required documentation as part of our tow plan.

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Divers will be on scene shortly to do some additional surveys in way of the notch of the ZIDELL 277 and the bow of the JAKE SHEARER. We are moving the JAKE out of the notch so that there is better visibility of both pieces of equipment for these inspections.
After these inspections the divers will be completing the stop drilling on the four cracks to prevent further propagation as well as reapply fresh epoxy temporary patches over the disturbed areas.
We will have vessel tank soundings done post repairs and then monitor through the night, we will submit these sounding reports to your office first thing in the am 02DEC17 before seeking final permission to get u/w.
Our intention is still to try and get u/w on or about 0900 hrs 02DEC2017 from Norman Morrison Bay pending our ability to get all required paperwork in order and approval of our towing plan.

I will work on providing a finalized version for your review early afternoon today.

Thank you,

[redacted]

From: [redacted]
Sent: Thursday, November 30, 2017 5:31 PM
To: [redacted]
Cc: [redacted]
Subject: Harley Marine - DRAFT Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Hello CDR [redacted]

As per our conversation please find attached the following.

1. Harley Maine DRAFT Proposed voyage plan for the tug/barge EARL W REDD and the ZIDELL 277 and light ship tug JAKE SHEARER
2. Preliminary ABS survey report JAKE SHEARER and ZIDELL 277
3. JAKE SHEARER tank layout drawing
4. Vessel Specification Sheets
    a. EARL W REDD
    b. ZIDELL 277
    c. JAKE SHEARER
5. JAKE SHEARER stability review
6. Transport Canada Preliminary survey repot for the JAKE SHEARER and ZIDELL 277
7. Voyage Route
8. Vessel Crew Lists – Separate tabs on one spreadsheet
    a. JAKE SHEARER
    b. EARL W REDD
9. PE stamped Memo for the ZIDELL 277 Emergency towing wire system
10. ZIDELL 277 tank soundings
    a. At load berth – BP Cherry Point
    b. From 1200 hrs 30NOV2017

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Items in highlighted in yellow will require additional information or we are still going to be updating before submitting a final version for review/approval.

I apologize for the lateness that I got this out to you today but look forward to discussing with you in the morning.

As per our discussion we do not anticipate being able to leave Norman Morrison bay before daylight on Saturday 02DEC2017, but I wanted to get you this information to start reviewing.

Our engineering group is still working through some trouble shooting with the pin assemblies to try and get a better feel for the extent of the damage. At this time we do not anticipate using the pins as part of the voyage due to our inability to properly qualify but I will let you know if we change our mind and we can discuss what would be required from USCG prior to doing so.

Thanks again for your assistance with this matter.

Regards,



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Dait, Haydee

From: Girouard, Roger
Sent: 2017–December-01 7:51 PM
To: McNish, Joanne
Cc: Lick, Gregory; Ivany, Gary; Pelletier, Mario; Wootton, Brian; Murdock, Philip; Brady, Jeff
Subject: Re: Follow-up - Incident Jake Shearer

Slower than we'd have liked but precautions and confidence fit the scenario.

R

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: McNish, Joanne
Sent: Friday, December 1, 2017 5:14 PM
To: Girouard, Roger
Cc: Lick, Gregory; Ivany, Gary; Pelletier, Mario; Wootton, Brian; Murdock, Philip; Brady, Jeff
Subject: Follow-up - Incident Jake Shearer

Roger,

- The next conference call is tomorrow AM at 0800. TC remains the lead.
- Jeff Brady remains in Bella Bella as liaison. Likely departing tomorrow.
- Divers have completed the drilling and are waiting for the epoxy to cure - ~ 2 hours. At that point they need to smooth/sand it.
- TC will then inspect it (pictures)
- Once satisfied, and the towing plan is received and approved, TC will clear the vessel
- WCMRC will have permission to remove boom and skimmer vessel once dive repairs are accepted, however, with darkness, they will likely not be removed until tomorrow.
- Harley Marine will monitor repairs for ingress overnight, and if cleared, likely sail tomorrow.
- Harley marine is currently working on the towing plan.
- ABS and USCG remain on scene
- Tanu has relocated to the area, and will tow the vessel on its northbound transit
- Pilotage approved the voyage without a pilot as their passage plan is outside of pilotage waters. Tanu will escort to Triple Island.
- Prince Rupert L/B is fully operational. Gordon Reid is operational in Port hardy, participating in SAREX tomorrow in Hardy area.

Joanne McNish

Regional Director Fleet
Canadian Coast Guard, Western/Government of Canada
Joanne.mcnish@dfo-mpo.gc.ca /Tel: 250-480-2737

Directrice regionale de la Flotte
Garde côtière canadienne, Region de l'Ouest/Gouvernment du Canada

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Dait, Haydee

From:
Sent: 2017–December-01 7:44 PM
To: Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Brady, Jeff; McNish, Joanne;
Cc:
Subject: FW: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER
Attachments: JAKE SHEARER PRELIM REPORT.PDF; Preliminary Report Zidell Rev 1.pdf; Earl W Redd.pdf; Zidell Marine 277.pdf; Jake Shearer - Spec Sheet.pdf; JAKE SHEARER - Stability Review.pdf; Transport Canada Form A & B for the Jake Shearer.pdf; Transport Canada Form A & B for the Zidell Marine 277.pdf; MMB to KTN Principe Route B11302017.pdf; Vessel Crew lists.xlsx; J15096-06M - Emergency Towline.pdf; Harley Marine Dive Survey.pdf; BP Cherry Point Load Voy. 22 OTB 49097 11-25-1711252017.pdf; 12-1-17 Barge soundings.pdf; Copy of Jake Shearer and Zidell 277 Tank Volumes.xlsx; Harley Marine Voyage Plan - FINAL 01DEC2017.pdf; JAKE SHEARER Tank Layout.pdf; Harley Report 2.pdf; J15096-07M - Forward Deck Fittings.pdf

Sorry all – meant to send this.

Harley Marine Services
P: C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From:
Sent: Friday, December 01, 2017 7:26 PM
To: CDR CDR LT ; MSD KTN - LT Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; 'bob.mattson@alaska.gov' <bob.mattson@alaska.gov>
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; 'Poss, Angie ENV:EX' <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown 'Moss, Derek' <Derek.Moss@dfo-mpo.gc.ca>; CDR < CIV < LCDR

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[redacted] CDR <[redacted]>; [redacted] 'ROC1 / COR1 (DFO/MPO)' <ROC1COR1@dfo-mpo.gc.ca>; [redacted]

Subject: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Hello CDR [redacted] and all other concerned parties,

I apologize for the lateness of this information and appreciate your patience today waiting for my submission of our voyage plan and supporting documentation.

If I missed anyone who had requested review of this I apologize in advance [redacted]

Items in red in the voyage plan will require additional updates in the am.
Due to the size and number of files this will be sent in multiple emails as per below.

Please find attached the following.

EMAIL - ONE

1. Harley Maine DRAFT Proposed voyage plan for the tug/barge EARL W REDD and the ZIDELL 277 and light ship tug JAKE SHEARER
2. Preliminary ABS survey report JAKE SHEARER and ZIDELL 277
3. JAKE SHEARER tank layout drawing
4. Vessel Specification Sheets
    a. EARL W REDD
    b. ZIDELL 277
    c. JAKE SHEARER
5. JAKE SHEARER stability review
6. JAKE SHEARER – Tank Soundings
7. Transport Canada Preliminary survey repot for the JAKE SHEARER and ZIDELL 277
8. Voyage Route
9. Vessel Crew Lists – Separate tabs on one spreadsheet
    a. JAKE SHEARER
    b. EARL W REDD
10. PE stamped Memo for the ZIDELL 277 Emergency towing wire system
11. Forward Deck Fittings – PE Stamped Memo regarding E-Tow System
12. ZIDELL 277 tank soundings
    a. At load berth – BP Cherry Point
    b. From 1200 hrs 01DEC2017 – Norman Morrison Bay
13. Dive Survey – Initial and Secondary

Regards,

Page 1511
is withheld pursuant to section
est retenue en vertu de l'article

19(1)

of the Access to Information Act
de la Loi sur l'accès à l'information

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**JAKE SHEARER**	Class Number	**15257818**
Attending Office	**Seattle, WA**	Report Number	**S3420655**
First Visit Date	**29-Nov-2017**	Last Visit Date	**30-Nov-2017**

THIS IS TO CERTIFY that the undersigned surveyor(s) to this Bureau, did at the request of the Owners representative attend the Towing Vessel JAKE SHEARER, of Port Portland, OR, United States of America, Class Number 15257818, IMO Number ,on 29-Nov-2017 in order to carry out the inspection(s) noted below:

Survey Location: Bella Bella, British Colombia Canada

Report	Survey Description	Status	Outstanding
S3420655-A	Damage Survey (Statutory)		Yes
S3420655-B	Port State Control Survey		Yes

Surveyor(s) to The American Bureau of Shipping

Reviewed By

NOTE: This report evidences that the survey reported herein was carried out in compliance with one or more of the Rules, guides, standards or other criteria of the American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. This Report is a representation only that the vessel, structure, item or material equipment, machinery or any other item covered by this Report has been examined for compliance with, or has met one or more of the Rules, guides, standards or other criteria of American Bureau of Shipping. The validity, applicability and interpretation of this report is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this Report or in any notation made in the contemplation of this Report shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied.

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**JAKE SHEARER**	Class Number	**15257818**
Attending Office	**Seattle, WA**	Report Number	**S3420655**
First Visit Date	**29-Nov-2017**	Last Visit Date	**30-Nov-2017**

Outstanding Deficiencies

It is recommended that the following outstanding deficiencies be dealt with to the satisfaction of the attending Surveyor as follows:

Item	Due by Survey	Due by Date
18		15-Feb-2018
16, 17		14-Dec-2017

S3420655-A : Damage Survey (Statutory)

To complete Damage Survey (Statutory) the following checklist items remains to be dealt with, checklist item sequence numbers 1, 2, 3

S3420655-B : Port State Control Survey

To complete Port State Control Survey the following checklist items remains to be dealt with, checklist item sequence numbers 1, 2, 3, 4, 5

Damage Survey (Statutory)

16 **Ballast No.1 Port**

Opened In Report	S3420655-A - Damage Survey (Statutory)	30-Nov-2017	Seattle, WA
Due By	14-Dec-2017	Major	Outstanding

Found It was found the 1 Port Ballast Tank to be damaged and temporarily repaired with a two part epoxy, as noted in Report No. S3420655.

Recommendation The vessel is to be dry docked, internally examined, externally examined for damage of 1 Port Ballast Tank and adjacent spaces as seen necessary by the attending surveyor. Repairs are to be made to the satisfaction of the attending surveyor.

Rectification

17 **Fuel Oil No. 1 Port**

Opened In Report	S3420655-A - Damage Survey (Statutory)	30-Nov-2017	Seattle, WA
Due By	14-Dec-2017	Major	Outstanding

Found In was found the 1 Port Forward Fuel Tank to be damaged and temporarily repaired with a two part epoxy, as noted in Report No. S3420655.

Recommendation The vessel is to be dry docked, internally examined, and externally examined for damage of 1 Port Forward Fuel Tank and adjacent spaces as seen necessary by the attending surveyor. Repairs are to be made to the satisfaction of the attending surveyor.

Rectification

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**JAKE SHEARER**	Class Number	**15257818**
Attending Office	**Seattle, WA**	Report Number	**S3420655**
First Visit Date	**29-Nov-2017**	Last Visit Date	**30-Nov-2017**

Statement/Observation

14 It was reported by the crew, a rogue wave made contact with the tugboat Jake Shearer and barge Zidell Marine 277 ATB duo causing the tugboat to partially disconnect form the barge. The tugboat was partially resting on the main deck of the barge for approximately two (2) minutes before the crew activated the emergency disconnect. The crew immediately conducted a visual inspection of the tugboat and began to monitor all levels of the tanks on board. The crew realized 1 Port Ballast Tank and the 1 Port Forward Fuel Tank were compromised. In order to correct the list the crew transferred the fuel water mixture from the 1 Port Forward Fuel Tank to the 1 Starboard Forward Fuel Tank and began filling the 1 Starboard Ballast Tank to maintain stability. Transport Canada boarded the vessel and found the following discrepancies referenced in Comments No. 15, 16, 17, 18, and 19. Class was notified and a dive team survey the bottom shell of the tugboat and the barge in way of the damaged areas.

S3420655-B : Port State Control Survey

15 Main Hull

Opened In Report	S3420655-B - Port State Control Survey	30-Nov-2017	Seattle, WA
Closed In Report	S3420655-B - Port State Control Survey	30-Nov-2017	Seattle, WA
Due By	30-Nov-2017	Major	Closed

Found It was found an ingress of water entered in No. 1 Fuel and No. 1 Ballast Tank.

Recommendation it is recommended that divers inspect underwater hull and classification society to verify seaworthiness of vessel prior departure Bella Bella. Copy of class report to be provided to TCMSS prior departure.

Rectification (Full) It has been verified a dive team inspected the underwater hull and found heavy deformation approximately 2 feet by 9 feet in way of 1 Port Ballast tank and 1 Port Forward Fuel Tank and a total of four (4) cracks in way of the aforementioned tanks. The four (4) small cracks were approximately three (3) inches in length and 1/8 inches in width. The divers applied a two part epoxy as a temporary repair in order to regain the water tight integrity of the damaged tanks. Once the epoxy was applied the tugboat was brought to a 0 degree list, with all the tanks sounded. Ten (10) hours later the tanks were again sounded and found to be at the same level.

18 Machinery

Opened In Report	S3420655-B - Port State Control Survey	30-Nov-2017	Seattle, WA
Due By	15-Feb-2018	Major	Outstanding

Found It was found that the auto coupling arrangements for securing barge and tug was damaged.

Recommendation It is recommended that no towing operations until repaired within 90 days.

Rectification

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EARL W REDD



OFFICIAL #:

1273621

OLYMPIC
A HARLEY MARINE SERVICES COMPANY

910 SW Spokane Street
Seattle, WA 98134

www.harleymarine.com

MAIN PARTICULARS:

Built:	2017
Builder:	Portland, OR - Diversified Marine
Service Class:	Ocean ASD Tractor
Call Sign:	WDJ 3139
Class:	ABS

DIMENSIONS:

Gross Tonnage:	156 GRT 496 ITC
Net Tonnage:	106 NRT 148 ITC
Length:	120 ft.
Beam:	35 ft.
Depth:	19 ft. 3 in.
Draft Light:	N/A
Draft Loaded:	19 ft. 3 in.
Height of Eye:	32 ft.
Air Draft:	31 ft.

CAPACITIES:

Fuel:	127,000 gallons
Water:	6,534 gallons
Lube:	1,137 gallons
Hydraulic:	1,263 gallons

MACHINERY:

Main Engines:	(2) CAT 3516E Tier IV 2,675 BHP @ 1,600 RPM Each
Z Drives:	(2) Rolls Royce US 255-P30-FP 1865 kW @ 1600 rpm
Reduction Gears:	N/A
Ratio:	N/A
Propellers:	Stainless Steel prop, 2600 mm D
Auxiliaries:	(2) John Deere 150KW generators

PERFORMANCE:

Bollard Pull Ahead:	75 est. short tons
Bollard Pull Astern:	70 est. short tons
Range:	N/A

DECK GEAR:

Towing Winch:	Markey TESD - 34-100Hp Double Drum
Tow Wire:	2500 ft. at 2 1/4 inch
Bow Winch:	Markey DEPC - 48-50 Hp Electric Bow Hauser
Bow Wire:	N/A

FIRE FIGHTING EQUIPMENT/NOTES:

Urea Capacity: 8,200 gallons
(2) Stang monitors, (1) forward aft of the pilot house
Flowserv 6LR-18A Split casing pump,
w/ a rated output of 1400 gpm @ 250 HP

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Harley Marine Services
910 SW Spokane St
Seattle, WA 98134

JAKE SHEARER

Official Number: 1255668



Main Particulars:

Length:	116 ft.
Beam:	36 ft.
Draft Loaded:	14.4 ft.
Depth:	16.9 ft.
LOA:	452.5 ft (boat & barge)
Height of Eye	51.6 ft.
Air Draft	76 ft.

Capacities:

Fuel:	101,383 gallons
Water:	7,390 gallons
Lube:	1,333 gallons
Hydraulic:	300 gallons

Regulatory:

Built:	2014. Morgan City, LA
Gross Tonnage:	497 GT ITC; 261 GRT
Net Tonnage:	149 GT ITC; 177 GRT
Call Sign:	WDI8655
IMO:	9792773

Machinery:

(2) GE L250 Tier 3
(2) 2,246 BHP @1000 RPM

Reduction Gears:	Reintjes WAF 1563
Ratio:	4.846:1
Wheels:	116 in P x 110D, .65 EAR

4-Blades Stainless Steel

Auxiliaries:

(2) John Deere 6068AFM85 @ 1800 RPM

Performance:

Range: 31 days

Deck Machinery & Fendering:

Bow and stern fenders
12 in. D-rubber both sides.
Pin Connection: Articouple FRC 55

ISO 9001:2008 Certificate No: 51035 · ABS ISM CERTIFIED · OHSAS 18001:2007 Certificate No: 51750 · RESPONSIBLE CARRIER PROGRAM · ISO 14001:2004 Certificate No: 51751

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AMERICAN BUREAU OF SHIPPING
CLASS SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**30-Nov-2017**	Last Visit Date	**30-Nov-2017**

THIS IS TO CERTIFY that the undersigned surveyor(s) to this Bureau, did at the request of the Owners representative attend the Tank Barge ZIDELL MARINE 277, of Port Portland, OR, United States of America, Class Number 17266359, IMO Number ,on 30-Nov-2017 in order to carry out the survey(s) noted below:

Survey Location: Bella Bella, British Colombia Canada

Report	Survey Description	Status	Outstanding
S3420659-B	Damage Survey (Class)		Yes

Surveyor(s) to The American Bureau of Shipping

Reviewed By

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AMERICAN BUREAU OF SHIPPING
CLASS SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**30-Nov-2017**	Last Visit Date	**30-Nov-2017**

Outstanding Recommendations

It is recommended that the following outstanding recommendations be dealt with to the satisfaction of the attending Surveyor as follows:

Number	Due by Survey	Due by Date
94		14-Dec-2017

S3420659-B : Damage Survey (Class)

To complete Damage Survey (Class) the following checklist items remains to be dealt with, checklist item sequence numbers 1, 2

S3420659-B : Damage Survey (Class)

94 **Aft Peak Frs 7 - 0**

Opened In Report	S3420659-B - Damage Survey (Class)	30-Nov-2017	Seattle, WA
Due By	14-Dec-2017	Recommendation	Outstanding

Found A puncture was found in the main deck of the Port Side of the Aft Peak Void. As a temporary repair, the crew applied a two part epoxy to ensure a watertight boundary.

Recommendation It is recommended that the Aft Peak Tank be permenantly repaired to the satisfaction of the attending surveyor.

Rectification

Statement/Observation

92 It was reported by the crew, a rogue wave made contact with the tugboat Jake Shearer and barge Zidell Marine 277 ATB duo causing the tugboat to partially disconnect form the barge. The tugboat was partially resting on the main deck of the barge for approximately two (2) minutes before the crew activated the emergency disconnect. Once barge was secured a fracture in the Port Aft Rake was found in the main deck of the barge where the tugboat made impact. Transport Canada boarded the barge and found the deficiencies listed in Comment No. 93, 94, 95, 96, 97, 98, and 99. Divers visually examined the Port and Starboard Aft Rakes externally and found no deformation of the plating or disturbance of the paint. No water ingress was found in the Starboard Aft Rake and residual water from the incident was found in the Port Aft Rake.

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**30-Nov-2017**	Last Visit Date	**30-Nov-2017**

THIS IS TO CERTIFY that the undersigned surveyor(s) to this Bureau, did at the request of the Owners representative attend the Tank Barge ZIDELL MARINE 277, of Port Portland, OR, United States of America, Class Number 17266359, IMO Number ,on 30-Nov-2017 in order to carry out the inspection(s) noted below:

Survey Location: Bella Bella, British Colombia Canada

Report	Survey Description	Status	Outstanding
S3420659-A	Port State Control Survey		Yes

Surveyor(s) to The American Bureau of Shipping

Reviewed By

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**30-Nov-2017**	Last Visit Date	**30-Nov-2017**

Outstanding Deficiencies

It is recommended that the following outstanding deficiencies be dealt with to the satisfaction of the attending Surveyor as follows:

Item	Due by Survey	Due by Date
96, 97, 98, 99		15-Feb-2018

S3420659-A : Port State Control Survey

To complete Port State Control Survey the following checklist items remains to be dealt with, checklist item sequence numbers 1, 2, 3, 4, 5

S3420659-A : Port State Control Survey

93 **Aft Peak Frs 7 - 0**

Opened In Report	S3420659-A - Port State Control Survey	30-Nov-2017	Seattle, WA
Closed In Report	S3420659-A - Port State Control Survey	30-Nov-2017	Seattle, WA
Due By	14-Dec-2017	Major	Closed

Found It was found the Port Side Aft Void Space was holed from deck.

Recommendation It is recommended that class to verify and take corrective action, as required.

Rectification (Full) It was verified that holed portion of the deck was sealed with a two part epoxy as a temporary repair to the satisfaction of the attending surveyor.

95 **Aft Peak Frs 7 - 0**

Opened In Report	S3420659-A - Port State Control Survey	30-Nov-2017	Seattle, WA
Closed In Report	S3420659-A - Port State Control Survey	30-Nov-2017	Seattle, WA
Due By	30-Nov-2017	Major	Closed

Found It was found the Starboard and Port Void spaces to be internally inspected.

Recommendation It is recommended class to verify.

Rectification (Full) It has been verified that a dive team surveyed the external hull of the Aft Rake Void and found no deformation or disturbance of paint. Residual water from the incident was found in the Port Side of the Aft Rake Tank.

96 **Cargo Tank 4P**

Opened In Report	S3420659-A - Port State Control Survey	30-Nov-2017	Seattle, WA
Due By	15-Feb-2018	Minor	Outstanding

Found It was found No. 4 Port fuel tank sounding pipe to be bent.

Recommendation It is recommended to rectify within 90 days.

Rectification

97 **Outfitting**

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**30-Nov-2017**	Last Visit Date	**30-Nov-2017**

	Opened In Report	S3420659-A - Port State Control Survey	30-Nov-2017	Seattle, WA
	Due By	15-Feb-2018	Minor	Outstanding
	Found	It was found the anchor chain lead bracket to be dented.		
	Recommendation	It is recommended to be rectified within 90 days.		
	Rectification			

98 **Outfitting**

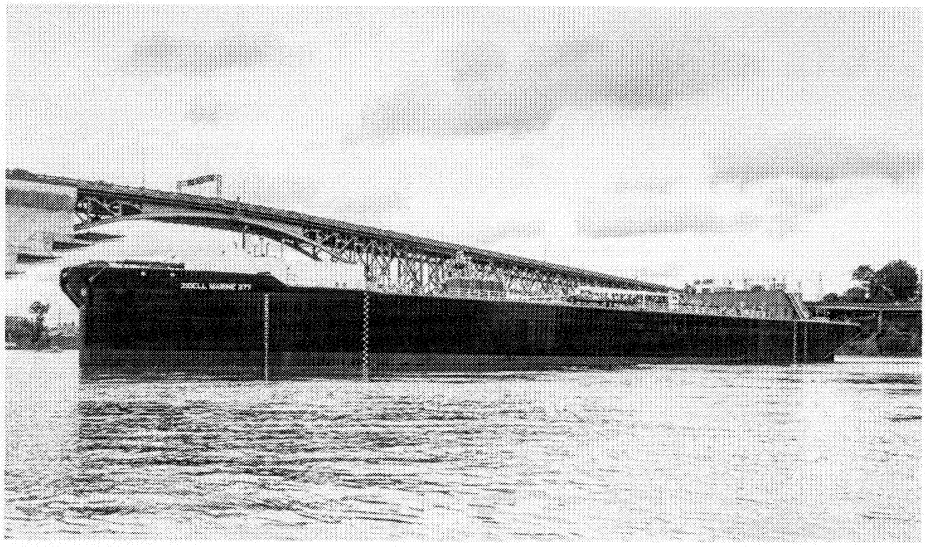
	Opened In Report	S3420659-A - Port State Control Survey	30-Nov-2017	Seattle, WA
	Due By	15-Feb-2018	Minor	Outstanding
	Found	It was found the gangway securing bracket to be damaged.		
	Recommendation	It is recommended to be rectified within 90 days.		
	Rectification			

99 **Outfitting**

	Opened In Report	S3420659-A - Port State Control Survey	30-Nov-2017	Seattle, WA
	Due By	15-Feb-2018	Minor	Outstanding
	Found	It was found the anchor windlass bottom cracked.		
	Recommendation	It is recommended to rectify within 90 days.		
	Rectification			

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ZIDELL MARINE 277



OFFICIAL #:
1276598

OLYMPIC
A HARLEY MARINE SERVICES COMPANY

910 SW Spokane Street
Seattle, WA 98134

www.harleymarine.com

MAIN PARTICULARS:

Built:	2017
Builder:	Portland, OR - Zidell Marine
Class:	ABS A1, Oil Tank Barge

DIMENSIONS:

Gross Tonnage:	<6,000 L/T
Net Tonnage:	<4000
Length:	430 ft.
Length Overall (LOA):	468 ft.
Beam:	76 ft.
Depth:	27 ft.
Loadline Draft:	N/A
Air Draft:	41 ft.

CAPACITIES:

Cargo Type(s):	Grade "A" and all lower
Total Cargo:	80,222 bbls @ 95%
Slop Tank:	3 Tanks (98, 48, 48 Bbls)
Stripping System:	3 Tanks (4120, 2048,2041 gallons)

MACHINERY:

Pumps:	(3) Byron Jackson 12 in XT 15EHL
Pump Engines:	(3) Volvo Penta 13L TIER III
Auxillaries:	(3) Byron Jackson 12 in XT 15E(2) Jo
Connection System:	Articouple FRC 55
Inert Gas System:	Maritime Protection nitrogen generator
Cargo Heater:	N/A

PERFORMANCE:

Pumping:	10000 BPH
Gauging:	Bergan Digital Float Gauging
Alarms:	Bergan High level/overflow
Cargo Header:	3 port/ 3 stbd
Vapor Header:	1 port/ 1 stbd

DECK MACHINERY:

Deck Crane:	Alaska Marine MCF-1575
Deck Winches:	Mooring Winches: (4) Nabrico Double Drum with cat heads @ 1,500 ft x .25
Anchor:	1,200 ft. of 1.75 in. wire w/ 2 cat heads.

TANK ARRANGEMENT:

BCM:	208 ft.
BVM:	196 ft.
SCM:	222 ft.
Number of Tanks:	14
Segregation(s):	3

CARGO TANK CONFIG. @ 94.5%

Tank #	Port	Center	Starboard
1	5532.64		5535.31
2	5857.74		5857.53
3	5857.28		5860.20
4	5860.01		5864.59
5	5860.89		5858.66
6	5857.85		5857.97
7	5067.79		5071.65

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LOAD CONDITION 1 - FULL LOAD

WEIGHT and DISPLACEMENT STATUS
Baseline draft: 15.509 @ Origin
Trim: Fwd 0.80 deg., Heel: Port 0.34 deg.

Part			Weight(LT)	LCG	TCG	VCG	
LIGHT SHIP			551.01	53.83a	0.00	15.37	
stores & provisions			1.00	38.00a	0.00	22.50	
crew and effects			1.00	38.00a	0.00	22.50	
Total Fixed--------->			553.01	53.77a	0.00	15.40	
	Load	SpGr	Weight(LT)	LCG	TCG	VCG	RefHt
FOREPEAK.C	0.011	1.025	0.33	6.61a	0.00p	4.41	-5.28
POTWATER.P	0.630	1.000	8.67	14.93a	2.90p	6.14	-8.49
POTWATER.S	0.570	1.000	7.85	14.92a	2.73s	5.93	-8.22
BALLAST#1.P	0.910	1.025	30.41	26.82a	8.31p	8.99	-17.38
BALLAST#1.S	1.000	1.025	33.42	27.10a	8.63s	9.82	
FUELOIL#1.P	0.770	0.870	35.42	38.17a	11.71p	10.03	-16.08
FUELOIL#1.S	0.600	0.870	27.60	38.20a	11.59s	8.79	-13.81
FUELOIL#1.C	0.870	0.870	46.81	35.30a	0.00p	7.46	-15.92
FODAYTANK.P	0.750	0.870	5.95	39.99a	4.08p	13.34	-17.20
FODAYTANK.S	0.720	0.870	5.71	39.99a	4.08s	13.20	-16.99
DIRTYOIL.C	0.012	0.924	0.05	50.08a	0.03p	1.23	-2.03
GREYWATER.C	0.250	1.000	1.13	54.01a	0.10p	1.87	-3.10
FUELOIL#2.C	0.330	0.870	2.64	59.93a	0.08p	1.97	-3.40
FUELOIL#3.P	0.870	0.870	72.61	85.13a	9.44p	10.94	-17.10
FUELOIL#3.S	0.880	0.870	73.45	85.15a	9.42s	11.00	-17.34
LUBEOIL.P	0.360	0.924	0.83	77.99a	3.59p	13.27	-15.28
HYDOIL.S	0.740	0.924	0.79	78.00a	2.42s	14.28	-17.32
GEAROIL.S	0.470	0.924	0.58	77.99a	4.58s	13.55	-15.89
BALLAST#2.P	0.840	1.025	11.90	97.94a	9.45p	13.13	-17.66
BALLAST#2.S	0.950	1.025	13.46	97.94a	9.44s	13.55	-18.61
Total Tanks--------->			379.62	57.45a	0.11p	9.97	
Total Weight-------->			932.63	55.27a	0.04p	13.19	
			Displ(LT)	LCB	TCB	VCB	
HULL		1.025	932.56	55.22a	0.07p	9.55	-15.51

Righting Arms: 0.00 0.00p

Distances in FEET.

HYDROSTATIC PROPERTIES
Trim: Fwd 0.80 deg., Heel: Port 0.34 deg., VCG = 13.19

Draft@ 51.19a	Displacement Weight(LT)	Buoyancy-Ctr. LCB	VCB	Weight/ Inch	LCF	Moment/ Deg trim	GML	GMT
14.794	932.56	55.22a	9.55	8.86	62.15a	1664.50	102.3	6.81

Distances in FEET.-------Specific Gravity = 1.025.----------Moment in Ft-LT.
Draft is from Baseline. True Free Surface included.

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INTACT STABILITY

RIGHTING ARMS vs HEEL ANGLE

Total CG: LCG = 55.28a TCG = 0.04p VCG = 13.19
Free Surface Adjustment: 0.66
Adjusted CG: LCG = 55.28a TCG = 0.04p VCG = 13.85

Origin Depth	Degrees of Trim	Heel	Displacement Weight(LT)	Righting Arms in Trim	in Heel	Area	Flood Pt Height
15.507	0.80f	0.34p	932.56	0.00	0.000	0.00	12.37(1)
15.507	0.80f	0.00	932.53	0.00	0.041	0.01	12.39(1)
15.454	0.80f	4.66s	932.63	0.01f	0.596	1.49	12.07(1)
15.273	0.80f	9.66s	932.63	0.01a	1.189	5.96	11.65(1)
15.048	0.80f	14.66s	932.61	0.02f	1.602	13.01	11.08(1)
14.839	0.80f	19.66s	932.61	0.13f	1.799	21.60	10.30(1)
14.605	0.80f	24.66s	932.62	0.27f	1.887	30.87	9.36(1)
14.306	0.80f	29.66s	932.62	0.43f	1.928	40.42	8.30(1)
14.282	0.80f	30.00s	932.63	0.44f	1.930	41.09	8.23(1)
13.907	0.80f	34.66s	932.65	0.61f	1.948	50.12	7.18(1)
13.367	0.80f	39.66s	932.63	0.82f	1.929	59.83	6.05(1)
13.324	0.80f	40.00s	932.63	0.83f	1.927	60.49	5.97(1)
12.684	0.80f	44.66s	932.62	1.04f	1.872	69.35	4.91(1)
11.887	0.80f	49.66s	932.62	1.27f	1.765	78.46	3.77(1)
11.005	0.80f	54.66s	932.61	1.50f	1.600	86.90	2.59(1)
10.057	0.80f	59.66s	932.61	1.71f	1.379	94.37	1.38(1)
9.051	0.80f	64.66s	932.61	1.89f	1.115	100.62	0.15(1)
8.926	0.80f	65.26s	932.65	1.91f	1.081	101.29	-0.00(1)
7.993	0.80f	69.66s	932.61	2.06f	0.822	105.48	-1.09(1)
6.890	0.80f	74.66s	932.62	2.22f	0.508	108.81	-2.34(1)
5.751	0.80f	79.66s	932.62	2.36f	0.181	110.54	-3.58(1)
5.116	0.80f	82.39s	932.63	2.44f	0.000	110.79	-4.25(1)
4.586	0.80f	84.66s	932.63	2.50f	-0.150	110.62	-4.80(1)

Distances in FEET.------Specific Gravity = 1.025.----------Area in Ft-Deg.

Note: The Weight and Center of Gravity used for the righting arms above include tank loads. However, the tank load centers were NOT ALLOWED TO SHIFT with heel and trim changes. Rather, a constant Free Surface Moment of 619.7 Ft-LT was applied to artificially modify the CG.

Critical Point		LCP	TCP	VCP
(1) louver	FLOOD	53.00a	3.50	27.16

LIM STABILITY CRITERION		Min/Max		Attained	
(1) Angle from abs 0 deg to MaxRA	>	25.00	deg	34.66	P
(2) Area from abs 0 deg to MaxRA	>	16.90	Ft-deg	50.11	P
(3) Area from abs 0 deg to abs 40 or Flood	>	16.90	Ft-deg	60.49	P
(4) Area from abs 30 deg to abs 40 or Flood	>	5.60	Ft-deg	19.41	P
(5) Angle from abs 0 deg to RAzero	>	60.00	deg	82.39	P

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11/30/17 10:26:33 Entech Designs, LLC
GHS 15.58 JAKE SHEARER

TOWING CRITERIA

RESIDUAL RIGHTING ARMS vs HEEL ANGLE

Total CG: LCG = 55.28a TCG = 0.04p VCG = 13.19
Free Surface Adjustment: 0.66
Adjusted CG: LCG = 55.28a TCG = 0.04p VCG = 13.85

Origin Depth	Degrees of Trim	Heel	Displacement Weight(LT)	Residual Arms in Trim	in Heel	Area	Flood Pt Height
15.507	0.80f	0.34p	932.56	0.00	-0.645	0.00	4.47(2)
15.454	0.80f	4.66s	932.61	0.01f	-0.047	-1.73	4.25(2)
15.445	0.80f	5.04s	932.63	0.01f	0.000	-1.74	4.23(2)
15.273	0.80f	9.66s	932.63	0.01a	0.554	-0.46	3.99(2)
15.048	0.80f	14.66s	932.61	0.02f	0.978	3.45	3.63(2)
14.839	0.80f	19.66s	932.62	0.13f	1.192	8.96	3.11(2)
14.605	0.80f	24.66s	932.63	0.27f	1.301	15.23	2.50(2)
14.306	0.80f	29.66s	932.63	0.43f	1.368	21.92	1.82(2)
13.907	0.80f	34.66s	932.63	0.61f	1.417	28.89	1.13(2)
13.367	0.80f	39.66s	932.66	0.82f	1.433	36.03	0.48(2)
12.853	0.80f	43.50s	932.63	0.98f	1.421	41.52	0.00(2)
12.684	0.80f	44.66s	932.63	1.04f	1.413	43.16	-0.14(2)
11.887	0.80f	49.66s	932.63	1.27f	1.347	50.08	-0.73(2)
11.005	0.80f	54.66s	932.61	1.50f	1.227	56.54	-1.31(2)
10.057	0.80f	59.66s	932.61	1.71f	1.053	62.26	-1.89(2)

Distances in FEET.------Specific Gravity = 1.025.----------Area in Ft-Deg.

Note: The Weight and Center of Gravity used for the righting arms above include tank loads. However, the tank load centers were NOT ALLOWED TO SHIFT with heel and trim changes. Rather, a constant Free Surface Moment of 619.7 Ft-LT was applied to artificially modify the CG.

Note: The Residual Righting Arms shown above are in excess of the overturning arms derived from these moments (in Ft-LT):
Stbd heeling moment = 601.52Cos(heel)

Critical Point		LCP	TCP	VCP
(2) door	FLOOD	64.00a	2.75	19.10

LIM CFR 173.095 (C) TOWING PULL		Min/Max		Attained
(1) Angle from Equilibrium to Flood	>	0.00	deg	38.46 P
(2) Area from abs -0.344 deg to MaxRA	>	2.00	Ft-deg	36.03 P
(3) Area from abs -0.344 deg to 40 or Flood	>	2.00	Ft-deg	36.03 P

Relative angles measured from 0.344p

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11/30/17 10:26:33 Entech Designs, LLC
GHS 15.58 JAKE SHEARER

WEATHER CRITERIA

RESIDUAL RIGHTING ARMS vs HEEL ANGLE

Total CG: LCG = 55.28a TCG = 0.04p VCG = 13.19
Free Surface Adjustment: 0.66
Adjusted CG: LCG = 55.28a TCG = 0.04p VCG = 13.85

Origin Depth	Degrees of Trim	Heel	Displacement Weight(LT)	Residual Arms in Trim	in Heel	Area	Half Frbd (Extra)
15.507	0.80f	0.00	932.53	0.00	-0.190	0.00	1.36
15.502	0.80f	1.60s	932.64	0.00	0.000	-0.15	0.86
15.462	0.80f	4.32s	932.63	0.00	0.326	0.29	-0.00
15.446	0.80f	5.00s	932.62	0.01f	0.407	0.54	-0.21
15.257	0.80f	10.00s	932.63	0.01a	0.999	4.06	-1.78
15.076	0.80f	14.00s	932.62	0.01f	1.339	8.77	-3.07
15.035	0.80f	15.00s	932.70	0.02f	1.398	10.14	-3.41
14.824	0.80f	20.00s	932.61	0.14f	1.591	17.70	-5.15
14.586	0.80f	25.00s	932.62	0.28f	1.681	25.92	-6.94
14.282	0.80f	30.00s	932.63	0.44f	1.730	34.46	-8.72
13.875	0.80f	35.00s	932.63	0.63f	1.758	43.19	-10.45
13.752	0.80f	36.25s	932.63	0.68f	1.760	45.39	-10.87
13.324	0.80f	40.00s	932.63	0.83f	1.749	51.98	-12.07
12.633	0.80f	45.00s	932.62	1.05f	1.703	60.62	-13.56
11.829	0.80f	50.00s	932.63	1.29f	1.607	68.92	-14.95
10.941	0.80f	55.00s	932.61	1.52f	1.454	76.59	-16.29
9.990	0.80f	60.00s	932.61	1.72f	1.246	83.37	-17.55

Distances in FEET.------Specific Gravity = 1.025.---------Area in Ft-Deg.

Note: The Weight and Center of Gravity used for the righting arms above include tank loads. However, the tank load centers were NOT ALLOWED TO SHIFT with heel and trim changes. Rather, a constant Free Surface Moment of 619.7 Ft-LT was applied to artificially modify the CG.

Note: The Residual Righting Arms shown above are in excess of the wind heeling arms derived from these moments (in Ft-LT):
Stbd heeling moment = 215.68Cos(heel)

LIM----------46 CFR 170.170 WEATHER CRITERIA------		Min/Max		Attained
(1) Angle from Equ. to abs 14 deg or Half Frbd.	>	0.00	deg	2.72 P
(2) Absolute Area Ratio from abs 0 deg to abs 14	>	0.492		3.737 P
(3) Angle from Equilibrium to RAzero	>	15.00	deg	LARGE

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Dait, Haydee

From: [redacted]
Sent: 2017–December-01 9:53 PM
To: Yeung, To For; Myers, Yvette; Whitelaw, Tywana; Sachdeva, Tejinder; Gomes, Cipriano; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Brady, Jeff; McNish, Joanne; [redacted] CIV'
Subject: RE: Transport Canada has permitted Tug "Jake Shearer" and Barge "Zidell Marine 277" to proceed to Ketchikan, Alaska on 1 December 2017 at 2115 hours PST

Thank you Captain Yeung. We are still waiting for approval from the USCG and ADEC before we can proceed. Anticipate that occurring probably tomorrow am.

Regards,

[redacted]

[redacted]
Harley Marine Services
[redacted]
P: [redacted] C: [redacted]
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From: Yeung, To For [mailto:ToFor.Yeung@tc.gc.ca]
Sent: Friday, December 01, 2017 9:51 PM
To: Myers, Yvette <yvette.myers@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>; 'Brady, Jeff' <Jeff.Brady@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; [redacted] CIV'
[redacted]
Subject: Transport Canada has permitted Tug "Jake Shearer" and Barge "Zidell Marine 277" to proceed to Ketchikan, Alaska on 1 December 2017 at 2115 hours PST

Hello all,

Please be advised that Transport Canada has permitted Tug "Jake Shearer" and Barge "Zidell Marine 277" to proceed to Ketchikan, Alaska on 1 December 2017 at 2115 hours PST

Capt. John Yeung

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Manager, Compliance & Enforcement and Cargo Services
Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises
Transports Canada / Gouvernement du Canada
tofor.yeung@tc.gc.ca / Tél: 604-666-9179 / ATS : 1-888-675-6863

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Dait, Haydee

From: [redacted]
Sent: 2017–December-01 8:49 PM
To: Murdock, Philip
Cc: Brady, Jeff
Subject: Re: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Thank you for sending that Phil it's very much appreciated

[redacted]

On Dec 1, 2017, at 8:21 PM, Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca> wrote:

> Good evening [redacted]
>
> Not sure if you received all of the attachments. If you did, apologies for the extra email. But I want to be sure you have the tow plan.
>
> Best
>
> Philip Murdock
>
> Sent from my BlackBerry 10 smartphone on the Bell network.
>
> **From:** [redacted]
> **Sent:** Friday, December 1, 2017 7:46 PM
> **To:** Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Brady, Jeff; McNish, Joanne; [redacted]
> **Cc:** [redacted]
> **Subject:** FW: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER
>
> Sorry all – meant to send this.

[redacted]
Harley Marine Services
[redacted]
P: [redacted] | C: [redacted]
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From: Justin Avril
Sent: Friday, December 01, 2017 7:26 PM
To: CDR Sector - CDR LT MSD KTN - LT Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; 'bob.mattson@alaska.gov' <bob.mattson@alaska.gov>
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; 'Poss, Angie ENV:EX' <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown 'Moss, Derek' <Derek.Moss@dfo-mpo.gc.ca>; CDR CIV LCDR CDR 'ROC1 / COR1 (DFO/MPO)' <ROC1COR1@dfo-mpo.gc.ca>;
Subject: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Hello CDR and all other concerned parties,

I apologize for the lateness of this information and appreciate your patience today waiting for my submission of our voyage plan and supporting documentation.

If I missed anyone who had requested review of this I apologize in advance

Items in red in the voyage plan will require additional updates in the am.
Due to the size and number of files this will be sent in multiple emails as per below.

Please find attached the following.

EMAIL - ONE

1. Harley Maine DRAFT Proposed voyage plan for the tug/barge EARL W REDD and the ZIDELL 277 and light ship tug JAKE SHEARER
2. Preliminary ABS survey report JAKE SHEARER and ZIDELL 277
3. JAKE SHEARER tank layout drawing
4. Vessel Specification Sheets
    a. EARL W REDD

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   b. ZIDELL 277
   c. JAKE SHEARER
5. JAKE SHEARER stability review
6. JAKE SHEARER – Tank Soundings
7. Transport Canada Preliminary survey repot for the JAKE SHEARER and ZIDELL 277
8. Voyage Route
9. Vessel Crew Lists – Separate tabs on one spreadsheet
   a. JAKE SHEARER
   b. EARL W REDD
10. PE stamped Memo for the ZIDELL 277 Emergency towing wire system
11. Forward Deck Fittings – PE Stamped Memo regarding E-Tow System
12. ZIDELL 277 tank soundings
   a. At load berth – BP Cherry Point
   b. From 1200 hrs 01DEC2017 – Norman Morrison Bay
13. Dive Survey – Initial and Secondary

Regards,



<JAKE SHEARER PRELIM REPORT.PDF>

<Preliminary Report Zidell Rev 1.pdf>

<Earl W Redd.pdf>

<Zidell Marine 277.pdf>

<Jake Shearer - Spec Sheet.pdf>

<JAKE SHEARER - Stability Review.pdf>

<Transport Canada Form A & B for the Jake Shearer.pdf>

<Transport Canada Form A & B for the Zidell Marine 277.pdf>

<MMB to KTN Principe Route B11302017.pdf>

<Vessel Crew lists.xlsx>

<J15096-06M - Emergency Towline.pdf>

<Harley Marine Dive Survey.pdf>

<BP Cherry Point Load Voy. 22 OTB 49097 11-25-1711252017.pdf>

<12-1-17 Barge soundings.pdf>

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<Copy of Jake Shearer and Zidell 277 Tank Volumes.xlsx>

<Harley Marine Voyage Plan - FINAL 01DEC2017.pdf>

<JAKE SHEARER Tank Layout.pdf>

<Harley Report 2.pdf>

<J15096-07M - Forward Deck Fittings.pdf>

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Dait, Haydee

From: JRCCVictoria@JRCC@Victoria <JRCCvictoria@sarnet.dnd.ca>
Sent: 2018–March-20 2:04 PM
To: Dait, Haydee
Subject: ATIP JAKE SHEARER: FW: SAR Coverage. re: Jake Shearer

From: ROC Planning Officer / agent de planification COR (DFO/MPO) [mailto:ROCPlanning@dfo-mpo.gc.ca]
Sent: December-01-17 2:49 PM
To: Evans, Clay; JRCCVictoria@JRCC@Victoria; CCGS-NGCC, GordonReid Captain; CCGS Tanu - Commanding Officer; McNish, Joanne; Lettau, Rhona; Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO); Brand, Tyler
Subject: SAR Coverage. re: Jake Shearer

In discussion with RDF, SUPT SAR, and JRCC…..

The Tanu is southbound Laredo Sound bound for Seaforth Channel.
She will be escorting the Jake Shearer, Barge and Earl W Redd northbound through Hecate Strait.

Upon release from the Port Hardy SAR Pod exercise on Saturday, the Gordon Reid is to head North towards Hakai Pass area to ensure coverage as the Tanu will be in North Hecate.

Upon completion of the escort, the Tanu and Gordon Reid can complete their usual SAR zone swaps.

Rhian McKee
Fleet Planning Officer / Officier des opérations
Regional Operations Centre, Western Region / Centre des opérations régionales, Région de l'ouest
Canadian Coast Guard / Garde Côtière Canadienne
Government of Canada /Gouvernment du Canada
Telephone : 250-413-2802 Cell : [redacted]
Facsimile : 250-413-2810
ROCPlanning@dfo-mpo.gc.ca

CANADA 150

There is nothing ~ absolutely nothing ~ half so much worth doing as simply messing about in boats.
Wind in the Willows

s.19(1)

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–December-01 8:26 PM
To: Murdock, Philip; Moss, Derek
Subject: Re: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Thankyou Phil,

Shaping nicely for morning departure...hopefully no further wobbles or ... obstructions...

B

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Friday, December 1, 2017 8:21 PM
To: Wootton, Brian; Moss, Derek
Subject: Fw: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Not sure if you received the attachments. My apologies if you have.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

From: [redacted]
Sent: Friday, December 1, 2017 7:46 PM
To: Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Brady, Jeff; McNish, Joanne; [redacted]
Cc: [redacted]
Subject: FW: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Sorry all – meant to send this.

[redacted]
Harley Marine Services
[redacted]
P: [redacted] C: [redacted]
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

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From:
Sent: Friday, December 01, 2017 7:26 PM
To: CDR CDR LT MSD KTN - LT Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; 'bob.mattson@alaska.gov' <bob.mattson@alaska.gov>
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; 'Poss, Angie ENV:EX' <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown < megan.humchitt@gmail.com; 'Moss, Derek' <Derek.Moss@dfo-mpo.gc.ca> CDR < CIV < LCDR < CDR 'ROC1 / COR1 (DFO/MPO)' <ROC1COR1@dfo-mpo.gc.ca>;
Subject: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

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I apologize for the lateness of this information and appreciate your patience today waiting for my submission of our voyage plan and supporting documentation.

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    c. JAKE SHEARER
5. JAKE SHEARER stability review
6. JAKE SHEARER – Tank Soundings

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12. ZIDELL 277 tank soundings
    a. At load berth – BP Cherry Point
    b. From 1200 hrs 01DEC2017 – Norman Morrison Bay
13. Dive Survey – Initial and Secondary

Regards,



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Dait, Haydee

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Subject: RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER
Attachments: 02DEC2017 - Clarence Strait.pdf; 02DEC2017 - Dixon Entrance East.pdf; 02DEC2017 Hecate Strait - Northern Half.pdf; 02DEC2017 Hecate Strait-Southern Half.pdf

Email – Two

1. Weather forecasts

Regards,

Harley Marine Services
P: | C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
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2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

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P: | C:
910 SW Spokane St Seattle, WA 98134

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NATIONAL WEATHER SERVICE

Rain & High Elevation Snow in the Pacific Northwest; Mild for Much of U.S.

Storm systems will continue to bring rain and high elevation snow to the Pacific Northwest, northern California, and the northern Rockies through the weekend. Meanwhile, much of the U.S. will experience above normal temperatures for a few more days. However, a dramatic return to winter-like temperatures will be ushered into the central and eastern states by the middle of next week.

NWS Forecast for: Clarence Strait (PKZ036)

Issued by: National Weather Service Juneau, AK
Last Update: 325 PM AKST Fri Dec 1 2017

Print

Tonight: NW wind 10 kt. Seas 2 ft, except 5 ft near ocean entrances.

Sat: N wind 15 kt becoming SE in the afternoon. Seas 3 ft.

Sat Night: S wind 20 kt. Seas 4 ft.

Sun: S wind 10 kt. Seas 2 ft or less.

Sun Night: S wind 20 kt. Seas 4 ft. Rain.

Mon: S wind 25 kt. Seas 5 ft.

Tue: SE wind 25 kt. Seas 5 ft.

Wed: SE wind 25 kt. Seas 5 ft.

Zone Forecast: Clarence Strait (PKZ036)

Visit your local NWS office at: http://www.weather.gov/Juneau

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Government of Canada / Gouvernement du Canada

Hecate Strait - southern half

▼ Forecast

Marine Forecast

Issued 04:00 PM PST 01 December 2017

Tonight and Saturday.

Wind variable 5 to 15 knots becoming north 10 to 20 late overnight then increasing to northwest 20 to 30 Saturday afternoon.

Chance of showers late this afternoon and this evening.

Waves

Issued 04:00 PM PST 01 December 2017

Today Tonight and Saturday.

Seas 2 to 3 metres.

Extended Forecast

Issued 04:00 PM PST 01 December 2017

Sunday

Wind northwest 15 to 25 knots becoming southerly 10 to 20 late in the day.

Monday

Wind south 25 to 35 knots.

Tuesday

Wind south 20 to 30 knots.

ATOM

List of Official Text Forecasts

Resources

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Government of Canada / Gouvernement du Canada

Dixon Entrance East

▼ Forecast

Marine Forecast

Issued 04:00 PM PST 01 December 2017

Tonight and Saturday.

Wind west 10 to 15 knots diminishing to light early this evening then becoming north 15 late overnight. Wind north 15 Saturday.

Chance of showers late this afternoon and this evening.

Waves

Issued 04:00 PM PST 01 December 2017

Today Tonight and Saturday.

Seas 3 to 5 metres subsiding to 2 to 3 late this afternoon.

Extended Forecast

Issued 04:00 PM PST 01 December 2017

Sunday

Wind northwest 10 to 20 knots becoming south 15 to 25 late in the day.

Monday

Wind south 25 to 35 knots.

Tuesday

Wind south 20 to 30 knots.

ATOM

List of Official Text Forecasts

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Government of Canada / Gouvernement du Canada

Hecate Strait - northern half

▼ Forecast

Marine Forecast

Issued 04:00 PM PST 01 December 2017

Tonight and Saturday.

Wind variable 5 to 15 knots becoming northerly 10 to 20 late overnight. Wind northerly 10 to 20 Saturday.

Chance of showers late this afternoon and this evening.

Waves

Issued 04:00 PM PST 01 December 2017

Today Tonight and Saturday.

Seas 1 to 2 metres subsiding to 1 early Saturday morning.

Extended Forecast

Issued 04:00 PM PST 01 December 2017

Sunday

Wind northwest 15 to 25 knots becoming southerly 10 to 20 late in the day.

Monday

Wind south 25 to 35 knots.

Tuesday

Wind south 20 to 30 knots.

ATOM

List of Official Text Forecasts

Resources

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Sent: 2017–December-01 9:36 PM
To: CDR - CDR LT MSD KTN - LT Pikul, David J (DEC); Garrett, Krista K (DEC); bob.mattson@alaska.gov
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Lettau, Rhona; Wootton, Brian; McNish, Joanne; Hunt, Cliff; Evans, Clay; Poss, Angie ENV:EX; Brady, Jeff; Kelly Brown; Moss, Derek; CDR CIV; LCDR; CDR; ROC1 / COR1 (DFO/MPO); Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Brady, Jeff; McNish, Joanne
Subject: RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER
Attachments: Jake Shearer Preliminary Report.pdf; Zidell Marine 277 Preliminary Report.pdf

Email – Three.

1. Updated ABS reports from today.

Regards,

Harley Marine Services
P: C:
910 SW Spokane St Seattle, WA 98134

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2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

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Subject: RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Email – Two

1. Weather forecasts

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[redacted]

[redacted]
Harley Marine Services
[redacted]
P: [redacted] C: [redacted]
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[redacted]

[redacted]
Harley Marine Services
[redacted]
P: [redacted] C: [redacted]
910 SW Spokane St Seattle, WA 98134

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**JAKE SHEARER**	Class Number	**15257818**
Attending Office	**Seattle, WA**	Report Number	**S3420655**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

THIS IS TO CERTIFY that the undersigned surveyor(s) to this Bureau, did at the request of the Owners representative attend the Towing Vessel JAKE SHEARER, of Port Portland, OR, United States of America, Class Number 15257818, IMO Number ,on 29-Nov-2017 as the vessel lay afloat, in order to carry out the inspection(s) noted below:

Survey Location: Bella Bella, British Colombia Canada

Report	Survey Description	Status	Outstanding
S3420655-A	Damage Survey (Statutory)		Yes
S3420655-B	Port State Control Survey		Yes

Surveyor(s) to The American Bureau of Shipping

Reviewed By

NOTE: This report evidences that the survey reported herein was carried out in compliance with one or more of the Rules, guides, standards or other criteria of the American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. This Report is a representation only that the vessel, structure, item or material equipment, machinery or any other item covered by this Report has been examined for compliance with, or has met one or more of the Rules, guides, standards or other criteria of American Bureau of Shipping. The validity, applicability and interpretation of this report is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this Report or in any notation made in the contemplation of this Report shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied.

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**JAKE SHEARER**	Class Number	**15257818**
Attending Office	**Seattle, WA**	Report Number	**S3420655**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

Outstanding Deficiencies

It is recommended that the following outstanding deficiencies be dealt with to the satisfaction of the attending Surveyor as follows:

Item	Due by Survey	Due by Date
16, 17		16-Dec-2017
20		17-Feb-2018

S3420655-A : Damage Survey (Statutory)

To complete Damage Survey (Statutory) the following checklist items remains to be dealt with, checklist item sequence numbers 1, 2, 3

S3420655-B : Port State Control Survey

To complete Port State Control Survey the following checklist items remains to be dealt with, checklist item sequence numbers 1, 2, 3, 4, 5

Damage Survey (Statutory)

16 **Ballast No.1 Port**

Opened In Report	S3420655-A - Damage Survey (Statutory)	02-Dec-2017	Seattle, WA
Due By	16-Dec-2017	Major	Outstanding

Found It was found the 1 Port Ballast Tank damaged and temporarily repaired with Splash Zone A-788, a two part epoxy compound, as noted in Report No. S3420655.

Recommendation The vessel is to be dry docked, internally examined, externally examined, and adjacent spaces examined surrounding the 1 Port Ballast Tank for damage as seen necessary by the attending surveyor. All repairs are to be made to the satisfaction of the attending surveyor.

Rectification

17 **Fuel Oil No. 1 Port**

Opened In Report	S3420655-A - Damage Survey (Statutory)	02-Dec-2017	Seattle, WA
Due By	16-Dec-2017	Major	Outstanding

Found It was found the 1 Port Forward Fuel Tank damaged and temporarily repaired with Splash Zone A-788, a two part epoxy compound, as noted in Report No. S3420655.

Recommendation The vessel is to be dry docked, internally examined, and externally examined, and adjacent spaces examined surrounding 1 Port Forward Fuel Tank for damage as seen necessary by the attending surveyor. All repairs are to be made to the satisfaction of the attending surveyor.

Rectification

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**JAKE SHEARER**	Class Number	**15257818**
Attending Office	**Seattle, WA**	Report Number	**S3420655**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

Statement/Observation

14

It was reported by the crew, a rogue wave made contact with the tugboat Jake Shearer and barge Zidell Marine 277 ATB duo causing the tugboat to partially disconnect form the barge. The tugboat was partially resting on the main deck of the barge for approximately two (2) minutes before the crew activated the emergency disconnect. The crew immediately conducted a visual inspection of the tugboat and began to monitor all levels of the tanks on board. The crew realized 1 Port Ballast Tank and the 1 Port Forward Fuel Tank were compromised. In order to correct the list the crew transferred the fuel water mixture from the 1 Port Forward Fuel Tank to the 1 Starboard Forward Fuel Tank and began filling the 1 Starboard Ballast Tank to maintain stability. Transport Canada boarded the vessel and found the following damages referenced in Comments No. 15, 16, 17, and 18. Class was notified and a dive team survey the bottom shell of the tugboat and the barge in way of the damaged areas.

19

As noted in the ABS ACS Letter dated 29 November 2017, the following items were noted to be examined to the satisfaction of the attending surveyor.

1. General examination of the hull to locate the damaged areas.
2. Cargo holds / tanks (as far as permitted by cargo / loading condition), machinery and other dry spaces are to examined in way of the damaged areas and immediately adjacent areas.
3. A diver survey is to be carried out depending upon the extent of the damages either immediately, at next port or first available opportunity.
4. Outfitting items such as Load Line items, LSA / FFA equipment, navigation lights, etc. which have been damaged.
5. If machinery spaces are involved in the damage, any damage pertaining to machinery, cable & piping is to be reported on. Redundancy of any damaged machinery is to be confirmed.
6. If anchors, or mooring equipment is damaged this is to be reported on along with the mooring equipment which is unusable.
7. If rupture of any compartment is suspected, periodical sounds of bilges and double bottom tanks carried out by the vessel's personnel from time of damage.
8. The vessel's machinery and steering gear including foundation.

The aforementioned items were inspected as noted below.

1. A detailed examination of the external hull above the water line was completed and found satisfactory by the attending surveyor.
2. Engine room, pin room, and areas surrounding 1 Port Ballast Tank, 1 Port Forward Fuel, 1 Starboard Ballast Tank, and 1 Starboard Forward Fuel Tank were examined and found satisfactory by the attending surveyor.
3. Divers were hired and visually examined the underwater portion of the hull. As stated in the dive report by Hydra Marine Services dated November 2017.
    - There was damaged portion along the bilge keel forward of midships on the port side. Four

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**JAKE SHEARER**	Class Number	**15257818**
Attending Office	**Seattle, WA**	Report Number	**S3420655**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

cracks were found ranging from 2-4" long and approximately 1/16"-1/8" wide running horizontally. From waterline to bilge keel 15ft in vertical length there is damage to shell plating all the way to bilge keel due to contact. Below bilge keel there is damage to paint cause from insetting of shell plating approximately 1 - 2 feet in length the entire width of the damage (ft). All cracks are located within a section length of 8 ft along the bilge keel. These were repaired with Splash Zone. The bilge keel was the most serious area of damage.

4. All LSA / FFA equipment, navigation lights etc. were undamaged in the incident.
5. The engine room, pin room and connection of pin to side shell plate were examined and found satisfactory for water tight integrity. Both the port and starboard Articouple guide bracket were found detached. The transverse bulkhead separating the 1 Port Ballast Tank and the 1 Port Forward Fuel Tank is compromised. After applying epoxy to the the hull both the 1 Port Ballast Tank and the 1 Port Forward Fuel Tank were able to maintain constant volume.
6. All mooring equipment is fully operational. Upon further examination the bracket guide were found damaged. The crew consulted with subject matter expert Bludworth Marine LLC for a full system inspection and verified the pins can be used to safely to attach the barge, but advise JAKE SHEARER to not be the tow vessel until further examination.
7. Soundings were conducted for ruptured compartments 1 Port Ballast Fuel Tank and 1 Port Forward Fuel Tank. See Item No. 3 for details.
8. The dive survey indicated no damage to the propellers or rudders. An examination of the engine room and the steering gear room revealed no further damage.

S3420655-B : Port State Control Survey

15 Main Hull

Opened In Report	S3420655-B - Port State Control Survey	02-Dec-2017	Seattle, WA
Closed In Report	S3420655-B - Port State Control Survey	02-Dec-2017	Seattle, WA
Due By	02-Dec-2017	Major	Closed

Found It was found an ingress of water entered in No. 1 Fuel and No. 1 Ballast Tank.

Recommendation It is recommended that divers inspect underwater hull and classification society to verify seaworthiness of vessel prior departure Bella Bella. Copy of class report to be provided to TCMSS prior departure.

Rectification (Full) It has been verified a diver inspected the underwater hull and found heavy deformation approximately 2 feet by 9 feet in way of 1 Port Ballast tank and 1 Port Forward Fuel Tank and a total of three (3) cracks in way of the aforementioned tanks. The three (3) small cracks were approximately three (3) inches in length and 1/8 of an inch in width approximately between frames 14 and 16 three (3) feet below the water. The divers drill stopped the ends of all the cracks and filled them with Splash Zone A-788, a two part epoxy compound, as a temporary repair in order to regain the water tight integrity of the damaged tanks. All temparary repairs were made with the supervision and satisfaction of the attending surveyor.

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**JAKE SHEARER**	Class Number	**15257818**
Attending Office	**Seattle, WA**	Report Number	**S3420655**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

18 **Machinery**

Opened In Report	S3420655-B - Port State Control Survey	02-Dec-2017	Seattle, WA
Superseded By 20	S3420655-B	02-Dec-2017	Seattle, WA
Due By	17-Feb-2018	Major	Closed

Found It was found that the auto coupling arrangements for securing barge and tug was damaged.

Recommendation It is recommended that no towing operations until repaired within 90 days.

Rectification (Partial) According to Bludworth Marine LLC and operational tests verified by the attending surveyor the guide plates on the port and starboard side have been damaged, however the system is functioning normally with damages noted.

20 **Machinery**

Opened In Report	S3420655-B - Port State Control Survey	02-Dec-2017	Seattle, WA
Supersedes 18	S3420655-B	02-Dec-2017	Seattle, WA
Due By	17-Feb-2018	Major	Outstanding

Found It was found that the auto coupling arrangements for securing barge and tug was damaged.

Recommendation It is recommended the repairs be made to the guide plates before the vessel can be utilized as a tow vessel to the satisfaction of the attending surveyor.

The tug should not pin into the second tooth of the ladder and transit limit of three (3) meters.

Rectification

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AMERICAN BUREAU OF SHIPPING
CLASS SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

THIS IS TO CERTIFY that the undersigned surveyor(s) to this Bureau, did at the request of the Owners representative attend the Tank Barge ZIDELL MARINE 277, of Port Portland, OR, United States of America, Class Number 17266359, IMO Number ,on 29-Nov-2017 in order to carry out the survey(s) noted below:

Survey Location: Bella Bella, British Colombia Canada

Report	Survey Description	Status	Outstanding
S3420659-B	Damage Survey (Class)		Yes

Surveyor(s) to The American Bureau of Shipping

Reviewed By

NOTE: This report evidences that the survey reported herein was carried out in compliance with one or more of the Rules, guides, standards or other criteria of the American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. This Report is a representation only that the vessel, structure, item or material equipment, machinery or any other item covered by this Report has been examined for compliance with, or has met one or more of the Rules, guides, standards or other criteria of American Bureau of Shipping. The validity, applicability and interpretation of this report is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this Report or in any notation made in the contemplation of this Report shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied.

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AMERICAN BUREAU OF SHIPPING
CLASS SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

Outstanding Recommendations

It is recommended that the following outstanding recommendations be dealt with to the satisfaction of the attending Surveyor as follows:

Number	Due by Survey	Due by Date
94, 101		16-Dec-2017

S3420659-B : Damage Survey (Class)

To complete Damage Survey (Class) the following checklist items remains to be dealt with, checklist item sequence numbers 1, 2

S3420659-B : Damage Survey (Class)

94 **Aft Peak Frs 7 - 0**

Opened In Report	S3420659-B - Damage Survey (Class)	02-Dec-2017	Seattle, WA
Due By	16-Dec-2017	Recommendation	Outstanding

Found A puncture was found in the main deck of the Aft Rake Void on the Port Side. As a temporary repair, the crew applied Splash Zone A-788, a two part epoxy compound, to ensure a watertight boundary.

Recommendation It is recommended that the Aft Peak Tank be permanently repaired to the satisfaction of the attending surveyor.

Rectification

101 **Aft Peak Frs 7 - 0**

Opened In Report	S3420659-B - Damage Survey (Class)	02-Dec-2017	Seattle, WA
Due By	16-Dec-2017	Recommendation	Outstanding

Found Deformation was found near the port and starboard pin ladder.

Recommendation It is recommended that the Aft Peak Void to be internally examined for deformation and the second tooth from the top on the starboard pin ladder to the satisfaction of the attending surveyor.

Rectification

Statement/Observation

92 It was reported by the crew, a rogue wave made contact with the tugboat Jake Shearer and barge Zidell Marine 277 ATB duo causing the tugboat to partially disconnect form the barge. The tugboat was partially resting on the main deck of the barge for approximately two (2) minutes before the crew activated the emergency disconnect. Once the barge was again secured a indentation with small hole was found on the Port Aft Rake main deck of the barge where the tugboat made impact. Transport Canada boarded the barge and found the deficiencies listed in Comment No. 93, 95, 96, 97, 98, and 99. Divers visually examined the Aft Rake Void externally and found some deformation on the port side pocket with no disturbance under the water line as noted by the dive report.

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AMERICAN BUREAU OF SHIPPING
CLASS SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

100

As stated in the ABS ACS Letter dated 29 November 2017, the following items were noted to be examined to the satisfaction of the attending surveyor.

1. General examination of the hull to locate the damaged areas.
2. Cargo holds / tanks (as far as permitted by cargo / loading condition), machinery and other dry spaces are to examined in way of the damaged areas and immediately adjacent areas.
3. A diver survey is to be carried out depending upon the extent of the damages either immediately, at next port or first available opportunity.
4. Outfitting items such as Load Line items, LSA / FFA equipment, navigation lights, etc. which have been damaged.
5. If machinery spaces are involved in the damage, any damage pertaining to machinery, cable & piping is to be reported on. Redundancy of any damaged machinery is to be confirmed.
6. If anchors, or mooring equipment is damaged this is to be reported on along with the mooring equipment which is unusable.
7. If rupture of any compartment is suspected, periodical sounds of bilges and double bottom tanks carried out by the vessel's personnel from time of damage.
8. The vessel's machinery and steering gear including foundation.

The aforementioned items were inspected as noted below.

1. A detailed examination of the external hull above the water line was completed and found water tight by the attending surveyor.
2. Upon soundings, no change to the stability, and a visual examination above the water line no cargo holds / tanks and other dry spaces are suspected to be compromised.
3. A diver visually examined the underwater portion of the hull and found some deformation on the port side of the notch.
4. The barge is unmanned and all navigation and associated lights are operational.
5. All machinery and deck piping are in satisfactory condition.
6. All anchor and mooring equipment is fully operational.
7. One (1) rupture was found on the port side barge ladder lock of the Aft Rake Void deck. Temporary repairs were made to the satisfaction of the attending surveyor.
8. Vessel is not self propelled.

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

THIS IS TO CERTIFY that the undersigned surveyor(s) to this Bureau, did at the request of the Owners representative attend the Tank Barge ZIDELL MARINE 277, of Port Portland, OR, United States of America, Class Number 17266359, IMO Number ,on 29-Nov-2017 in order to carry out the inspection(s) noted below:

Survey Location: Bella Bella, British Colombia Canada

Report	Survey Description	Status	Outstanding
S3420659-A	Port State Control Survey		Yes

Surveyor(s) to The American Bureau of Shipping

Reviewed By

NOTE: This report evidences that the survey reported herein was carried out in compliance with one or more of the Rules, guides, standards or other criteria of the American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. This Report is a representation only that the vessel, structure, item or material equipment, machinery or any other item covered by this Report has been examined for compliance with, or has met one or more of the Rules, guides, standards or other criteria of American Bureau of Shipping. The validity, applicability and interpretation of this report is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this Report or in any notation made in the contemplation of this Report shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied.

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

Outstanding Deficiencies

It is recommended that the following outstanding deficiencies be dealt with to the satisfaction of the attending Surveyor as follows:

Item	Due by Survey	Due by Date
96, 97, 98, 99		17-Feb-2018

S3420659-A : Port State Control Survey

To complete Port State Control Survey the following checklist items remains to be dealt with, checklist item sequence numbers 1, 2, 3, 4, 5

S3420659-A : Port State Control Survey

93 **Aft Peak Frs 7 - 0**

Opened In Report	S3420659-A - Port State Control Survey	02-Dec-2017	Seattle, WA
Closed In Report	S3420659-A - Port State Control Survey	02-Dec-2017	Seattle, WA
Due By	16-Dec-2017	Major	Closed

Found *It was found the Port Side Aft Void Space was holed from deck.*

Recommendation It is recommended that class to verify and take corrective action, as required.

Rectification (Full) It was verified that the holed portion of the deck was sealed Splash Zone A-788, a two part epoxy compound, as a temporary repair to the satisfaction of the attending surveyor.

95 **Aft Peak Frs 7 - 0**

Opened In Report	S3420659-A - Port State Control Survey	02-Dec-2017	Seattle, WA
Closed In Report	S3420659-A - Port State Control Survey	02-Dec-2017	Seattle, WA
Due By	02-Dec-2017	Major	Closed

Found It was found the Starboard and Port Void spaces to be internally inspected.

Recommendation It is recommended class to verify.

Rectification (Full) A diver examined the external hull of the Aft Rake Void and some deformation on the port side of the notch aft of the pin ladder. The tank has maintained its watertight integrity.

96 **Cargo Tank 4P**

Opened In Report	S3420659-A - Port State Control Survey	02-Dec-2017	Seattle, WA
Due By	17-Feb-2018	Minor	Outstanding

Found It was found No. 4 Port fuel tank sounding pipe to be bent.

Recommendation It is recommended to rectify within 90 days.

Rectification

97 **Outfitting**

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AMERICAN BUREAU OF SHIPPING
STATUTORY SURVEY REPORT

Vessel Name	**ZIDELL MARINE 277**	Class Number	**17266359**
Attending Office	**Seattle, WA**	Report Number	**S3420659**
First Visit Date	**29-Nov-2017**	Last Visit Date	**02-Dec-2017**

	Opened In Report	S3420659-A - Port State Control Survey	02-Dec-2017	Seattle, WA
	Due By	17-Feb-2018	Minor	Outstanding
	Found	It was found the anchor chain lead bracket to be dented.		
	Recommendation	It is recommended to be rectified within 90 days.		
	Rectification			

98 **Outfitting**

	Opened In Report	S3420659-A - Port State Control Survey	02-Dec-2017	Seattle, WA
	Due By	17-Feb-2018	Minor	Outstanding
	Found	It was found the gangway securing bracket to be damaged.		
	Recommendation	It is recommended to be rectified within 90 days.		
	Rectification			

99 **Outfitting**

	Opened In Report	S3420659-A - Port State Control Survey	02-Dec-2017	Seattle, WA
	Due By	17-Feb-2018	Minor	Outstanding
	Found	It was found the anchor windlass bottom cracked.		
	Recommendation	It is recommended to rectify within 90 days.		
	Rectification			

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–December-01 5:44 PM
To: NINP fan out
Subject: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #10

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- UPDATE #10

SITREP #10 – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   Western / tug Jake Shearer
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 1 Dec 2017 / 1700 PST

4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/

6. Regional Location:
   a. Province/Territory:
   British Columbia
   b. City: N/A
   c. Amplifying location details (as required):
   Queen Charlotte Sound – Goose Island
7. Current Situation:

At 1700 PST, 1 Dec. 2017, composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. at 1830 PST, crew from the barge was able to deploy an anchor from the barge. The barge is currently anchored and holding position .5 nm west of Gosling Rocks. CCGS Gordon Reid arrived on scene at 1940 PST. Will standby for safety of 2 crew members on barge. CCGS Cape St. James arrived on scene . Tug Norma H now proceeding to scene. ETA 0400 PST. Tug Gulf Cajun intends to drop barge in Bella Bella and also proceed to scene. No ETA at this time. CCGS Cape St. James standing down. Tug Gulf Cajun passed tow of dangerous goods to Norma H and has now taken over as the primary response tug. Gulf Cajun currently on scene with the barge, attaching tow line. CCGS Gordon Reid and Jake Shearer standing by. Update to follow. Gulf Cajun seeking direction on destination for barge. Tug Gulf Cajun now abeam Ivory Island, Seaforth Channel, with barge in tow. CCGS Gordon Reid and tug Jake Shearer accompanying to Norman Morrison Bay. All vessels now in sheltered waters. SAR operations concluded. Jack Shearer, and Gulf Cajun are anchored in Norman Morison Bay with the barge. Precautionary boom around Jack Shearer. Gordon Reid running weather courses overnight in Raymond Passage. Currently no change in the position of the barge. Two Transport Canada safety inspectors are now onboard conducting an inspection. Standby for daily update tomorrow morning. Current actions: continue to inspect the tug and barge, monitor stability and cooperate with all stakeholders involved with this incident. The situation is stable and resources are starting to leave in anticipation that environmental risk is minimal and the tug and barge will likely be transiting south soon. Divers are in the water right now continuing their inspection. Heiltsuk Nation observer onboard the Gordon Reid will be departing at 1730 PST today. ICP in port hardy still active.

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CCG ER will start to demobilize, however will fully continue to support the operation in full. Current actions: The intension is to have the repairs complete this evening and have the tow plan completed for tomorrow morning. Divers are waiting for the epoxy to cure and then will be doing a follow up dive for inspection of the repairs. Transport Canada and ABS anticipate that approval should be passed tonight for estimated departure at 1200 Dec 2.

8. Actions Taken:

ER VICTORIA: - 1515l environmental response accepts transfer of command from JRCC.
Equipment trailers from sea island and Victoria depot staged in port hardy
Bartlett eta port hardy 0700l November 28

JRCC Victoria: Gordon Reid tasked. ON SCENE.
Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.
No eta at this time. Barge dropped and enroute. ETA 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.
Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H
with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.
District 17 (USCG) to look into air launched tow assist kits. Will advise. Available if required but would take at least 7 hours to arrive.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

Awaiting arrival of capable tug. Barge to be towed to safe refuge, upcoming weather a large factor in choice. Destination to be discussed. Tug and barge to be anchored in Norman Morrison Bay where inspection of vessels to take place. Tc inspectors arriving on scene tomorrow. Cg helicopter bringing additional personnel to the scene from port hardy, unified command established with IC's from CCG, BC MOE, Heiltsuk Nation, and responsible party Harley marine. Intend ICP to commence operations November 28 0700. Tc inspectors are on scene and continue to inspect the vessel and barge. Divers currently in the water. Towing vessel and the barge may leave in the next day, subject to TC and USCG inspection. Intent is for coast guard ER to pass lead to transport Canada tomorrow.

11. Environmental Factors:

Pollution potential if barge goes aground.
Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor. THERE IS APPROXIMATELY 13.3 MILLION litres in the barge. Discrepancy addressed in 1600 PST teleconference today.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC Victoria leading case until ER EOC stood up and 2 crew have been evacuated from barge. Case to be handed over to environmental response when safety of crew on barge confirmed and barge is securely under tow and away from shore. All involved vessels now in sheltered waters. Case being handed over to environmental response. CCG ER has requested Harley marine provide a towing plan for discussion with TC and cg before departure.

16. Command Assessment:

17. Next SITREP will be provided at : 0800 PST DECEMBER 2, 2017

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

s.19(1)

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ROC1 / COR1 (DFO/MPO)

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–December-01 4:36 PM
To: Wootton, Brian; Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody; Imbeau, Michelle; JRCC Victoria / CCCS Victoria (DFO/MPO); [redacted] NCC / CCN (DFO/MPO); Admin_NCC / Admin_CCN (DFO/MPO); Ivany, Gary; 'Israr Waheed'; Girouard, Roger; De Rainville, David; Bate, Dan; 'rod.pick@rcmp-grc.gc.ca'; 'Whitelaw, Tywana'
Subject: JAKE SHEARER CONFERENCE CALL MEETING MINUTES -Dec 1 1600
Attachments: JAKE SHEARER CONFERENCE CALL Dec.1._ 1600.docx

Please find attached minutes from 1600 PDT conference call.

JAKE SHEARER CONFERENCE CALL
December 1, 2017 1600 PDT
CCG- VICTORIA

ATTENDEES:
Rhona Lettau - CCG
Joanne McNish - CCG
John Yeung – TC Duty Officer
Philip Murdock – CCG ER
Jeff Brady – CCG ER
[redacted] - Heiltsuk IC's/Council Representative
Kelly Brown –Heiltsuk IC's/Council Representative
[redacted] Heiltsuk IC's/Council Representative
Angie Poss – BCMOE
[redacted] WCMRC
Harley Marine – [redacted] and [redacted]
[redacted] - WCMRC
Derek Moss – Incident Management Director
EMBC Provincial Duty Manager
Dan Bate – DFO Communications
Capt. Nicola Mancey – CCGS Gordon Reid
[redacted] and [redacted] – USCG

- **Updates:**
  - **Transport Canada** –
    - Spoke to the inspector at 1545 and the divers have completed filling the cracked areas and are waiting for the epoxy to dry. After the epoxy is dry the divers will sand the area and check for leaks before the final inspection.
    - The anchor on the barge is fully operational.
    - TC anticipates a final decision by the end of day today.
  - **CCG ER Report –**

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- Unified command clarified with Harley Marine that they will require a document stating that the repairs are completed and holding. This can be sent by e-mail and then a follow up letter on letter head is to be submitted.

- **Harley Marine –**
  - Confirmation that at 1530 the divers had finished the repairs and the dive inspection would take place at 1730, after the epoxy was dry.
  - Harley Marine's intentions are the have all of the repairs completed this evening and monitor the tanks through the night while waiting for the tow plan. With everything repaired they estimate a departure of December 2, 2017 at 1200 PST.

- **EMBC –**Nothing to report

- **MOE –** Nothing to report

- **Heiltsuk –** Stand-by for assistance

- **WCMRC –** Depending on the time clearance comes through WCMRC may need to demobilize the boom and skimmer vessel in the morning.

- **Gordon Reid –** Is standing by in Hartley Bay if needed to assist.

***Next Teleconference will be held: December 2, 2017 at 0800LT**

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JAKE SHEARER CONFERENCE CALL

December 1, 2017 1600 PDT

CCG- VICTORIA

ATTENDEES:

Rhona Lettau - CCG
Joanne McNish - CCG
John Yeung – TC Duty Officer
Philip Murdock – CCG ER
Jeff Brady – CCG ER
[redacted] - Heiltsuk IC's/Council Representative
Kelly Brown –Heiltsuk IC's/Council Representative
[redacted] - Heiltsuk IC's/Council Representative
Angie Poss – BCMOE
[redacted] WCMRC
Harley Marine – [redacted] and [redacted]
[redacted] – WCMRC
Derek Moss – Incident Management Director
EMBC Provincial Duty Manager
Dan Bate – DFO Communications
Capt. Nicola Mancey – CCGS Gordon Reid
[redacted] and [redacted] – USCG

- **Updates:**
  - **Transport Canada** –
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***Next Teleconference will be held: December 2, 2017 at 0800LT**

s.19(1)

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Dait, Haydee

From: Myers, Yvette <yvette.myers@tc.gc.ca>
Sent: 2017–December-01 7:41 PM
To: Yeung, To For; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip; Brady, Jeff; McNish, Joanne; [redacted] CIV'; [redacted]
Subject: Re: Diver's report

Thanks John. Yvette

From: Yeung, To For
Sent: Friday, December 1, 2017 7:15 PM
To: Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; 'Murdock, Philip'; 'Brady, Jeff'; McNish, Joanne; [redacted] CIV'; [redacted]
Subject: FW: Diver's report

Hello all,

Update at 1900 hours, ABS Class and Transport Canada Marine Safety Inspector completed the final inspection of the repairs made to the tug "Jake Shearer" and barge "Zidell Marine 277", and satisfied that they are fit to proceed.

Transport Canada is still waiting for the tow plan from Harley Marine for review and approval for the towing voyage to their next port of Ketchikan, Alaskan. The tow plan to be ready shortly.

Regards,

Capt. John Yeung

Manager, Compliance & Enforcement and Cargo Services Transport Canada / Government of Canada
tofor.yeung@tc.gc.ca<mailto:tofor.yeung@tc.gc.ca> / Tel: 604-666-9179 / TTY: 1-888-675-6863

Gestionnaire, Conformité & application des règlements et services de marchandises Transports Canada / Gouvernement du Canada tofor.yeung@tc.gc.ca<mailto:tofor.yeung@tc.gc.ca> / Tél: 604-666-9179 / ATS : 1-888-675-6863

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Coulombe, Amber

From: Gareau, Laura
Sent: Saturday, December 02, 2017 3:12 PM
To: Smith, Fiona
Cc: Parisien, Renée; Stanek, Frank; Saindon, Carole; Chow, Vance; NCR Media RCN (DFO/MPO); Olson, Kathleen; Mougeot, Alyssa; Perron, Heloise
Subject: Re: for info: Tweets - Incident #JakeShearer

Great, thanks!

From: Smith, Fiona
Sent: Saturday, December 2, 2017 15:08
To: Gareau, Laura
Cc: Parisien, Renée; Stanek, Frank; Saindon, Carole; Chow, Vance; NCR Media RCN (DFO/MPO); Olson, Kathleen; Mougeot, Alyssa; Perron, Heloise
Subject: for info: Tweets - Incident #JakeShearer

Hi Laura the following tweets will be issued re: the Jake Shearer.

Fiona Smith
Senior Communications Advisor| Conseillère principale en communications
Canadian Coast Guard | Garde côtière canadienne
Phone|Téléphone : 613-998-8115
BB : [redacted]

Good afternoon,

Please find below updated tweets for your approval.

Incident #JakeShearer: Tug and barge have been cleared by @Transport_gc and safely proceeding to port of Ketchikan, Alaska. We will continue to monitor while tug and barge remain in Canadian waters. @SpillsInfoBC @VicJRCC_CCCOS

Incident #JakeShearer: Remorqueur et barge ont été autorisés par @Transports_gc et ils se dirigent en toute sécurité vers le port de Ketchikan, en Alaska. Nous continuerons de surveiller le remorqueur et la barge jusqu'à ce qu'ils quittent les eaux canadiennes. @SpillsInfoBC @VicJRCC_CCCOS

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Coulombe, Amber

From: Bate, Dan
Sent: Saturday, December 02, 2017 4:23 PM
To: Lockhart, Tara; Olson, Kathleen
Cc: Smith, Fiona; Parisien, Renée; Girouard, Louise; Imbeau, Michelle; Lemieux, Jessica; Mougeot, Alyssa
Subject: Final Jake S tweet

Hi Kathleen - looking to put the following tweet out to close this off (finally).

At 1210 PST today, Jake Shearer and barge unit departed anchorage under tow by tug Earl Redd. Vessels cleared by TC to continue North to US waters. CCGS Gordon Reid and CCGS Tanu to accompany transit through Cdn waters.

AC Western approved.

Thanks,
Dan

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Girouard, Louise

From: Wootton, Brian
Sent: 2017–December-02 1:28 PM
To: Girouard, Roger; Bate, Dan
Cc: Girouard, Louise; Imbeau, Michelle
Subject: Re: Tweet to close off Jake S

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Thanks for that Dan.

BW

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Girouard, Roger
Sent: Saturday, December 2, 2017 1:18 PM
To: Bate, Dan; Wootton, Brian
Cc: Girouard, Louise; Imbeau, Michelle
Subject: Re: Tweet to close off Jake S

I'm good. Good idea to close it out.
R

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Bate, Dan
Sent: Saturday, December 2, 2017 1:04 PM
To: Wootton, Brian; Girouard, Roger
Cc: Girouard, Louise; Imbeau, Michelle
Subject: Tweet to close off Jake S

Hey Brian/Roger - would be nice to close the loop on this one
Ok with the following?

At 1210 PST today, Jake Shearer and barge unit departed anchorage under tow by Tug Earl Redd. Vessels cleared by TC to continue North to US waters. CCGS vessels Gordon Reid and Tanu to accompany the vessels transit through Cdn waters.

Tks
Dan

Sent from my BlackBerry 10 smartphone on the Bell network.

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Chiang, Eric

From: Chiang, Eric
Sent: 2017–December-02 8:14 AM
To: Chiang, Eric
Subject: 20171202 Jake Shearer Dec 2 0800

TC Update
1900 last night TC completed inspection, ok to proceed.
2115 TC accepted tow plan
Harley Marine awaiting tow plan approval from USCG this morning, before proceeding to Ketchikan

Harley Marine:
- Vessel reported tank has static
- USCG provided contingent approval of the tow plan, with some additional details.
- Estimated time of departure: around noon
- boom removed.

CCG ER:
- no update

MoE: no update

HN: no update; standing by for barge to head north

WCMRC: Eagle bay will be departing this morning

CCG: will provide escort.

No additional calls scheduled.

Eric Chiang

Senior Officer

Regional Response Planning

Oceans Program

Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017

Cel [redacted]

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–December-02 8:38 AM
To: Wootton, Brian; Evans, Clay; Brady, Jeff; Murdock, Philip; Goffic, Jody; Imbeau, Michelle; JRCC Victoria / CCCS Victoria (DFO/MPO); '[redacted]'; NCC / CCN (DFO/MPO); Admin_NCC / Admin_CCN (DFO/MPO); Ivany, Gary; 'Israr Waheed'; Girouard, Roger; De Rainville, David; Bate, Dan; 'rod.pick@rcmp-grc.gc.ca'; 'Whitelaw, Tywana'; tofor.yeung@tc.gc.ca; angie.poss@gov.bc.ca
Subject: JAKE SHEARER CONFERENCE CALL MEETING MINUTES -Dec 2 0800 PST
Attachments: JAKE SHEARER CONFERENCE CALL Dec.2.docx

Please find attached minutes from 0800 PST conference call.

JAKE SHEARER CONFERENCE CALL
December 2, 2017 0800 PST
CCG- VICTORIA

ATTENDEES:
Rhona Lettau - CCG
Joanne McNish – CCG
Rhian Mckee - CCG
Brian Wootton - CCG
John Yeung – TC Duty Officer
Philip Murdock – CCG ER
Jeff Brady – CCG ER
[redacted] - Heiltsuk IC's/Council Representative
Angie Poss – BCMOE
Harley Marine – [redacted]
Derek Moss – Incident Management Director
EMBC Provincial Duty Manager
Capt. Nicola Mancey – CCGS Gordon Reid

- **Weather Report:**
  - Winds North 10-20Knts, Seas 1-2 meters and diminishing on Sunday.

- **Updates:**
  - **Transport Canada** –
    - 1900 PST TC inspector finalized inspection and decided it could proceed 2115 TC approved the tow plan to proceed to Ketchikan.
    - TC inspector to return to Vancouver this afternoon.

  - **CCG ER Report** – No update.

  - **Harley Marine –**
    - Vessels reported there is no volume change in the tanks, therefore, the repairs are holding.

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- Waiting for the USCG to approve the tow plan.
- Weather and tank volumes have been submitted to the USCG.
- Anticipating able to proceed and depart by 1200 PST.

- **MOE –** Nothing to report

- **Heiltsuk –** Stand-by for assistance

- **WCMRC –**
  - Boom has been retrieved from around the tug.
  - Returning to Prince Rupert.

- **Gordon Reid –**
  - Is heading Northbound to proceed with escort to US waters. ETA 1330 PST.
  - Has requested the sail plan for the Canadian Waters portion of the escort.

s.19(1)

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JAKE SHEARER CONFERENCE CALL

December 2, 2017 0800 PST

CCG- VICTORIA

ATTENDEES:

Rhona Lettau - CCG
Joanne McNish – CCG
Rhian Mckee - CCG
Brian Wootton - CCG
John Yeung – TC Duty Officer
Philip Murdock – CCG ER
Jeff Brady – CCG ER
[redacted] - Heiltsuk IC's/Council Representative
Angie Poss – BCMOE
Harley Marine – [redacted]
Derek Moss – Incident Management Director
EMBC Provincial Duty Manager
Capt. Nicola Mancey – CCGS Gordon Reid

- **Weather Report:**
  - Winds North 10-20Knts, Seas 1-2 meters and diminishing on Sunday.

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

- **Harley Marine –**
  - Vessels reported there is no volume change in the tanks, therefore, the repairs are holding.
  - Waiting for the USCG to approve the tow plan.
  - Weather and tank volumes have been submitted to the USCG.
  - Anticipating able to proceed and depart by 1200 PST.

- **MOE –** Nothing to report

- **Heiltsuk –** Stand-by for assistance

- **WCMRC –**
  - Boom has been retrieved from around the tug.
  - Returning to Prince Rupert.

- **Gordon Reid –**
  - Is heading Northbound to proceed with escort to US waters. ETA 1330 PST.
  - Has requested the sail plan for the Canadian Waters portion of the escort.

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From:
Sent: 2017–December-02 8:46 AM
To: CDR; CDR; LT; Pikul, David J (DEC); Garrett, Krista K (DEC); bob.mattson@alaska.gov
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Lettau, Rhona; Wootton, Brian; McNish, Joanne; Hunt, Cliff; Evans, Clay; Poss, Angie ENV:EX; Brady, Jeff; Kelly Brown; Moss, Derek; Jensen, Darwin A CDR; CIV; LCDR; ROC1 / COR1 (DFO/MPO); Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER
Attachments: Hecate Strait - Northern Half 02DEC2017.pdf; Hecate Strait - Southern Half 02DEC2017.pdf; SE AK PPOR.pdf; SE AK Weather - 02DEC2017.pdf; Copy of Jake Shearer and Zidell 277 Tank Volumes.xlsx; Dixon Entrance East - 02DEC2017.pdf; Earl W Redd Tank Levels.xlsx

Good Morning CDR and Mr. Pikul,

Please find attached the following information.

1. ADEC PPOR for SE AK
2. SE AK Sensitive areas
3. WX Forcasts
4. Points of Refuge identified in the voyage plan – Chartlets (Red dots identify these areas) – will be sent as individual emails due size
5. Overnight tanks soundings for the JAKE SHEARER – these indicate not changes since the secondary repairs completed
6. EARL W REDD – Tank Soundings (as reference only)

Please let me know if any additional information is required.

Regards,

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Harley Marine Services
P: | C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From:
Sent: Friday, December 01, 2017 10:35 PM
To: CDR' CDR < LT LT < ; Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; CDR < CIV < LCDR ; ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; ; Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

CDR and Mr. Pikul,

I will provide the additional information first thing in the AM as well as updated status/soundings of the affected tanks.

Thank you for your efforts and assistance in reviewing this voyage plan.

Regards,

From: CDR
Sent: Friday, December 01, 2017 10:23 PM

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

To: [redacted] CDR <[redacted] LT [redacted] LT <[redacted] Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov

Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown [redacted] Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; [redacted] CDR <[redacted] CIV [redacted] LCDR <[redacted]; ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; [redacted]; Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>; [redacted]

Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

[redacted]

Mr. Pikul from the state of Alaska and I reviewed the voyage plan and the attachments. With two exceptions it is satisfactory. Please legibly include the potential places of refuge on the route chart and reference the PPOR listed in the Southeast Alaska Subarea Plan. Separately, add as an attachment the environmentally sensitive areas in Alaska along the planned route. The sensitive areas are the in appendix D of the Southeast Alaska Subarea Plan on the AK DEC website.

Contingent on the inclusion of the above items and confirmation of the repair soundness tomorrow, the COTP Southeast Alaska clears you to enter per your plan.

If you have any questions, please let me know.

v/r,

CDR [redacted]

Sent with BlackBerry Work
(www.blackberry.com)

From: [redacted]
Date: Friday, Dec 01, 2017, 7:11 PM
To: [redacted] CDR [redacted] CDR [redacted] LT <[redacted] LT [redacted] Pikul, David J (DEC) <david.pikul@alaska.gov>, Garrett, Krista K (DEC) <krista.garrett@alaska.gov>, bob.mattson@alaska.gov <bob.mattson@alaska.gov>

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>, ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>, Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>, Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>, McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>, Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>, Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>, Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>, jeff.brady@dfo-mpo.gc.ca <jeff.brady@dfo-mpo.gc.ca>, Kelly Brown , Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>, CDR , CIV LCDR < CDR ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>, Myers, Yvette <yvette.myers@tc.gc.ca>, Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>, Gomes, Cipriano <cipriano.gomes@tc.gc.ca>, Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>, Ionescu, Ion <ion.ionescu@tc.gc.ca>, Niroshan, Don <Don.Niroshan@tc.gc.ca>, 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>, 'Brady, Jeff' <Jeff.Brady@dfo-mpo.gc.ca>,

Subject: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Email – Two

1. Weather forecasts

Regards,

Harley Marine Services
P: | C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From:
Sent: Friday, December 01, 2017 7:26 PM
To: CDR CDR LT < MSD KTN - LT Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

<lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown [redacted] Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; [redacted] CDR [redacted] CIV [redacted] LCDR [redacted] CDR <[redacted] ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; [redacted]

Subject: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Hello CDR [redacted] and all other concerned parties,

I apologize for the lateness of this information and appreciate your patience today waiting for my submission of our voyage plan and supporting documentation.

If I missed anyone who had requested review of this I apologize in advance [redacted]

Items in red in the voyage plan will require additional updates in the am.
Due to the size and number of files this will be sent in multiple emails as per below.

Please find attached the following.

EMAIL - ONE

1. Harley Maine DRAFT Proposed voyage plan for the tug/barge EARL W REDD and the ZIDELL 277 and light ship tug JAKE SHEARER
2. Preliminary ABS survey report JAKE SHEARER and ZIDELL 277
3. JAKE SHEARER tank layout drawing
4. Vessel Specification Sheets
    a. EARL W REDD
    b. ZIDELL 277
    c. JAKE SHEARER
5. JAKE SHEARER stability review
6. JAKE SHEARER – Tank Soundings
7. Transport Canada Preliminary survey repot for the JAKE SHEARER and ZIDELL 277
8. Voyage Route
9. Vessel Crew Lists – Separate tabs on one spreadsheet
    a. JAKE SHEARER
    b. EARL W REDD
10. PE stamped Memo for the ZIDELL 277 Emergency towing wire system
11. Forward Deck Fittings – PE Stamped Memo regarding E-Tow System
12. ZIDELL 277 tank soundings
    a. At load berth – BP Cherry Point

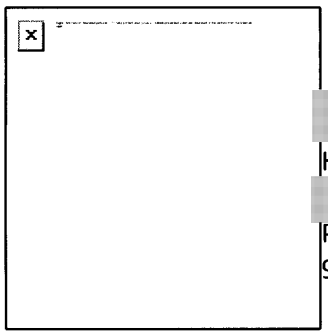
Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

b. From 1200 hrs 01DEC2017 – Norman Morrison Bay

13. Dive Survey – Initial and Secondary

Regards,

[redacted]



[redacted]
Harley Marine Services
[redacted]
P: [redacted] | C: [redacted]
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Government of Canada / Gouvernement du Canada

Hecate Strait - northern half

▼ Forecast

Marine Forecast

Issued 04:00 AM PST 02 December 2017

Today Tonight and Sunday.

Wind northerly 10 to 20 knots diminishing to light Sunday morning then becoming south 10 to 15 Sunday evening.

Waves

Issued 04:00 AM PST 02 December 2017

Today Tonight and Sunday.

Seas 1 to 2 metres subsiding to 1 early this morning.

Extended Forecast

Issued 04:00 AM PST 02 December 2017

Monday

Wind south 25 to 35 knots.

Tuesday

Wind south 20 to 30 knots.

Wednesday

Wind southeast 15 to 25 knots.

ATOM

List of Official Text Forecasts

Resources

▼ **Pacific - North Coast Area**

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NATIONAL WEATHER SERVICE

Rain & High Elevation Snow in the Pacific Northwest; Mild for Much of U.S.

Storm systems will continue to bring rain and high elevation snow to the Pacific Northwest, northern California, and the northern Rockies through the weekend. Meanwhile, much of the U.S. will experience above normal temperatures for a few more days. However, a dramatic return to winter-like temperatures will be ushered into the central and eastern states by the middle of next week.

NWS Forecast for: Clarence Strait (PKZ036)
Issued by: National Weather Service Juneau, AK
Last Update: 329 AM AKST Sat Dec 2 2017

Print

Today: NW wind 15 kt becoming SE in the afternoon. Seas 3 ft.

Tonight: S wind 20 kt. Seas 4 ft.

Sun: S wind 20 kt. Gusts to 35 kt in the afternoon. Seas 5 ft.

Sun Night: S gale to 35 kt. Seas 7 ft. Rain.

Mon: S wind 30 kt becoming SE 20 kt. Seas 6 ft.

Tue: SE wind 25 kt. Seas 5 ft.

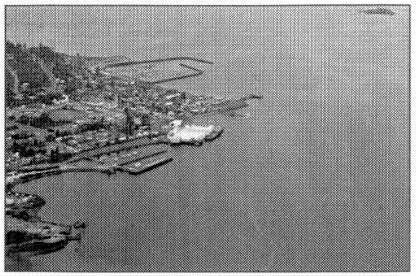
Wed: SE wind 25 kt. Seas 5 ft.

Zone Forecast: Clarence Strait (PKZ036)

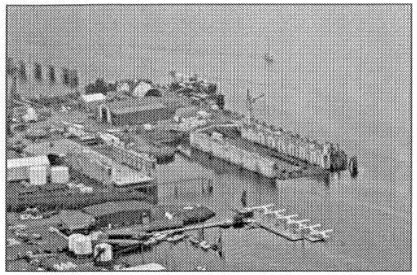
Visit your local NWS office at: http://www.weather.gov/Juneau

Document available at:
http://dec.alaska.gov/spar/PPR/plans/scp_se.htm

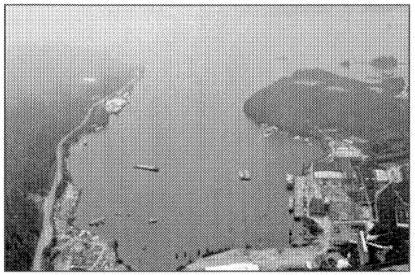
Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.



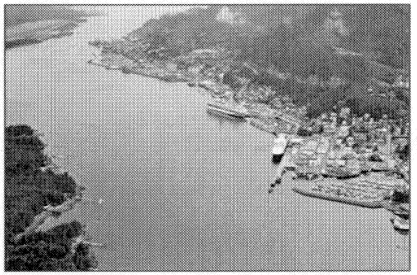
Port Chester and Metlakatla City Dock viewed from the southwest.



Alaska Ship & Drydock facilities viewed from the north.



Ward Cove viewed from the northeast.



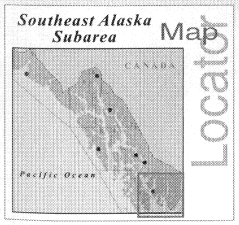
The Port of Ketchikan viewed from the southeast.



Tolstoi Bay Moorage viewed from the northeast.

Potential Places of Refuge *for Southeast Alaska Subarea*





Map Legend

- Anchorage
- Mooring
- Dock/pier
- Crane
- Airport
- Existing GRS
- Fish Hatchery
- Aquatic Farms
- Private Cabins
- Public Use Cabins
- Boat Harbor

Southeast PPOR

Map 01

USGS 1:229,376K Quadrangle Map Reference - Hecate Strait to Etolin Island 17420

NUKA Research & Planning Group, LLC.

Pages 1583 to / à 1584
are public-denied pursuant to section
est public-refusé en vertu de l'article

68(a)

of the Access to Information Act
de la Loi sur l'accès à l'information

Page 1585

is a duplicate

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Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Government of Canada / Gouvernement du Canada

Dixon Entrance East

▼ Forecast

Marine Forecast

Issued 04:00 AM PST 02 December 2017

Today Tonight and Sunday.

Wind north 15 knots backing to west 15 near midnight then to south 15 near noon Sunday.
Wind increasing to south 20 to 25 Sunday evening.

Waves

Issued 04:00 AM PST 02 December 2017

Today Tonight and Sunday.

Seas 2 to 3 metres subsiding to 1 near midnight then building to 2 Sunday evening.

Extended Forecast

Issued 04:00 AM PST 02 December 2017

Monday
Wind south 25 to 35 knots.

Tuesday
Wind south 20 to 30 knots becoming south 25 to 35 late in the day.

Wednesday
Wind south 25 to 35 knots diminishing to southeast 10 late in the day.

ATOM

List of Official Text Forecasts
Resources

▼ **Pacific - North Coast Area**

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Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity	Change
#1 Port Fuel	10'-10.5"	10389 Gal	73%	14194 Gal	0%
#1 Stbd Fuel	9'-11"	9469 Gal	66%	14194 Gal	0%
#2 Port Fuel	11'-0"	22274 Gal	87%	25750 Gal	
#2 Stbd Fuel	11'-2"	22540 Gal	88%	25750 Gal	
#1 Center Fuel	18'-8"	14515 Gal	87%	16601 Gal	
#2 Center Fuel Overflow	1'-8"	818 Gal	33%	2472 Gal	
Daytank	6'-0"	1651 Gal	67%	2447 Gal	
Settling tank	6'-5"	1765 Gal	72%	2447 Gal	
Port Lube Oil		237 Gal	36%	667 Gal	
Center Lube Oil		229 Gal	74%	309 Gal	
STB Gear Oil		167 Gal	47%	357 Gal	
Center Dirty Bilge	0'-6"	31 Gal	-1%	1123 Gal	
Center Dirty Oil	1'-0"	145 Gal	1.25%	1174 Gal	
Center Graywater	1'-3"	241 Gal	19%	1214 Gal	
FWD Port FW	5'-3"	2112 Gal	57%	3695 Gal	
FWD Stbd FW	5'-0"	1945 Gal	52%	3695 Gal	
Forepeak Ballast	2'-0"	113 Gal	1.15%	7753 Gal	
#1 Port Ballast	19'-4.5"	7877 Gal	90%	8752 Gal	0%
#1 Stbd Ballast	23'-2'	8752 Gal	100%	8752 Gal	0%
#2 Port Ballast	7'-0"	3101 Gal	84%	3709 Gal	
#2 Stbd Ballast	7'-11"	3528 Gal	95%	3709 Gal	
Tug	**Draft Fwd**	15'-6"	**Draft Aft**	14'-3"	
Barge	**Draft Fwd**	19'-7"	**Draft Aft**	20'-7"	
Zidell 277					

Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
Retention Tank A	6'-5.5"	2171 Gal	53%	4120 Gal	
F/O	9'-6.5"	6518 Gal	83%	7814 Gal	
Fwd Void	Dry				
Aft Void	Dry				
#1 Void P & S	**10' From the deck**				
	Fresh water				
#2 Void P & S	**Full fresh water**				
#3 Void P & S	Dry				
#4 Void P & S	22'-7" from deck				
	fresh water				
#5 Void P & S	Dry				
#6 Void P & S	7'-3" From deck				
	Fresh water				
#7 Void P & S	Dry				

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Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacai	Change
#1 Port Fuel	10'-10.5"	10389 Gal	73%	14194 Gal	1%
#1 Stbd Fuel	9'-11"	9469 Gal	66%	14194 Gal	0%
#2 Port Fuel	11'-0"	22274 Gal	87%	25750 Gal	
#2 Stbd Fuel	11'-2"	22540 Gal	88%	25750 Gal	
#1 Center Fuel	18'-8"	14515 Gal	87%	16601 Gal	
#2 Center Fuel Overflow	1'-8"	818 Gal	33%	2472 Gal	
Daytank	6'-0"	1651 Gal	67%	2447 Gal	
Settling tank	6'-5"	1765 Gal	72%	2447 Gal	
Port Lube Oil		237 Gal	36%	667 Gal	
Center Lube Oil		229 Gal	74%	309 Gal	
STB Gear Oil		167 Gal	47%	357 Gal	
Center Dirty Bilge	0'-6"`	31 Gal	-1%	1123 Gal	
Center Dirty Oil	1'-0"	145 Gal	1.25%	1174 Gal	
Center Graywater	1'-3"	241 Gal	19%	1214 Gal	
FWD Port FW	5'-3"	2112 Gal	57%	3695 Gal	
FWD Stbd FW	5'-0"	1945 Gal	52%	3695 Gal	
Forepeak Ballast	2'-0"	113 Gal	1.15%	7753 Gal	
#1 Port Ballast	19'-4.5"	7877 Gal	90%	8752 Gal	1%
#1 Stbd Ballast	23'-2'	8752 Gal	100%	8752 Gal	0%
#2 Port Ballast	7'-0"	3101 Gal	84%	3709 Gal	
#2 Stbd Ballast	7'-11"	3528 Gal	95%	3709 Gal	
Tug	**Draft Fwd**	15'-6"	**Draft Aft**	14'-3"	
Barge	**Draft Fwd**	19'-7"	**Draft Aft**	20'-7"	
Zidell 277					

Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
Retention Tank A	6'-5.5"	2171 Gal	53%	4120 Gal	
F/O	9'-6.5"	6518 Gal	83%	7814 Gal	
Fwd Void	Dry				
Aft Void	Dry				
#1 Void P & S	**10' From the deck**				
	Fresh water				
#2 Void P & S	**Full fresh water**				
#3 Void P & S	Dry				
#4 Void P & S	22'-7" from deck				
	fresh water				
#5 Void P & S	Dry				
#6 Void P & S	7'-3" From deck				
	Fresh water				
#7 Void P & S	Dry				

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Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	Change
#1 Port Fuel	10'-8"	10222 Gal	72%	14194 Gal	-7%
#1 Stbd Fuel	9'-11"	9469 Gal	66%	14194 Gal	-6%
#2 Port Fuel	11'-0"	22274 Gal	87%	25750 Gal	
#2 Stbd Fuel	11'-2"	22540 Gal	88%	25750 Gal	
#1 Center Fuel	18'-8"	14515 Gal	87%	16601 Gal	
#2 Center Fuel Overflow	1'-8"	818 Gal	33%	2472 Gal	
Daytank	6'-0"	1651 Gal	67%	2447 Gal	-8%
Settling tank	6'-5"	1765 Gal	72%	2447 Gal	
Port Lube Oil		237 Gal	36%	667 Gal	
Center Lube Oil		229 Gal	74%	309 Gal	
STB Gear Oil		167 Gal	47%	357 Gal	
Center Dirty Bilge	0'-6"`	31 Gal	-1%	1123 Gal	
Center Dirty Oil	1'-0"	145 Gal	1.25%	1174 Gal	
Center Graywater	1'-3"	241 Gal	19%	1214 Gal	
FWD Port FW	5'-3"	2112 Gal	57%	3695 Gal	-6%
FWD Stbd FW	5'-0"	1945 Gal	52%	3695 Gal	-5%
Forepeak Ballast	2'-0"	113 Gal	1.15%	7753 Gal	
#1 Port Ballast	19'-2"	7835 Gal	89%	8752 Gal	-3%
#1 Stbd Ballast	23'-2'	8752 Gal	100%	8752 Gal	
#2 Port Ballast	7'-0"	3101 Gal	84%	3709 Gal	
#2 Stbd Ballast	7'-11"	3528 Gal	95%	3709 Gal	
Tug	**Draft Fwd**	15'-6"	**Draft Aft**	14'-3"	
Barge	**Draft Fwd**	19'-7"	**Draft Aft**	20'-7"	
Zidell 277					

Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
Retention Tank A	6'-5.5"	2171 Gal	53%	4120 Gal	
F/O	9'-6.5"	6518 Gal	83%	7814 Gal	-1%
Fwd Void	Dry				
Aft Void	Dry				
#1 Void P & S	**10' From the deck**				
	Fresh water				
#2 Void P & S	**Full fresh water**				
#3 Void P & S	Dry				
#4 Void P & S	22'-7" from deck				
	fresh water				
#5 Void P & S	Dry				
#6 Void P & S	7'-3" From deck				
	Fresh water				
#7 Void P & S	Dry				

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Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
#1 Port Fuel	11'-4"	10893 Gal	77%	14194 Gal	
#1 Stbd Fuel	8'-11"	8472 Gal	60%	14194 Gal	
#2 Port Fuel	11'-0"	22274 Gal	87%	25750 Gal	
#2 Stbd Fuel	11'-2"	22540 Gal	88%	25750 Gal	
#1 Center Fuel	18'-8"	14515 Gal	87%	16601 Gal	
#2 Center Fuel Overflow	1'-8"	818 Gal	33%	2472 Gal	
Daytank	6'-8"	1834 Gal	75%	2447 Gal	
Settling tank	6'-5"	1765 Gal	72%	2447 Gal	
Port Lube Oil		237 Gal	36%	667 Gal	
Center Lube Oil		229 Gal	74%	309 Gal	
STB Gear Oil		167 Gal	47%	357 Gal	
Center Dirty Bilge	0'-6"`	31 Gal	-1%	1123 Gal	
Center Dirty Oil	1'-0"	145 Gal	1.25%	1174 Gal	
Center Graywater	1'-3"	241 Gal	19%	1214 Gal	
FWD Port FW	5'-7"	2345 Gal	63%	3695 Gal	
FWD Stbd FW	5'-3"	2112 Gal	57%	3695 Gal	
Forepeak Ballast	2'-0"	113 Gal	1.15%	7753 Gal	
#1 Port Ballast	19'-9"	7967 Gal	91%	8752 Gal	
#1 Stbd Ballast	23'-2'	8752 Gal	100%	8752 Gal	
#2 Port Ballast	7'-0"	3101 Gal	84%	3709 Gal	
#2 Stbd Ballast	7'-11"	3528 Gal	95%	3709 Gal	

Barge

Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
Retention Tank A	6'-5.25"	2171 Gal	53%	4120 Gal	
F/O	9'-7.5"	6575 Gal	84%	7814 Gal	

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Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
#1 Port Fuel	12'4"	5877	51%	11450	
#1 Stbd Fuel	12'9"	5839	51%	11450	
#2 Port Fuel	MT	0	0%	9060	
#2 Stbd Fuel	MT	0	0%	9060	
#3 Port Fuel	7'2"	7541	95%	7910	
#3 Stbd Fuel	7'3"	7526	95%	7910	
#4 Port Fuel	MT	0	0%	7110	
#4 Stbd Fuel	MT	0	0%	7110	
#5 Port Fuel	12'9"	16995	87%	19520	
#5 Stbd Fuel	12'9"	16900	87%	19520	
Daytank	6'2.4"	8304	94%	8870	
Settling tank	4"11.75"	7676	87%	8870	
Lube Oil Tank	10'1" ULL	481	42%	1140	
Hydraulic Oil Tank	2'2"	299	52%	580	
Waste Oil Tank	4'3.5"	1397	50%	2780	
Black Water Tank	MT	0	0%	1700	
Fresh Water Tank	6'0"	3915	61%	6440	
Port DEF Tank	1'9"	1238	30%	4100	
Stbd DEF Tank	9"	531	13%	4100	
1 Centerline Ballast	MT	0	0%	3560	
2 Centerline Ballast	MT	0	0%	9270	
3 Centerline Ballast	MT	0	0%	14350	
4 Port Ballast	MT	0	0%	3760	
4 Stbd Ballast	MT	0	0%	3760	

s.14(b)
s.19(1)
s.21(1)(b)

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Dait, Haydee

From: Murdock, Philip
Sent: 2017-December-02 8:35 AM
To: Brady, Jeff
Cc: Wootton, Brian
Subject: Re: The Plan

Follow Up Flag: Follow Up
Flag Status: Completed

I have no specific issues. That said, I think we need to site down and discuss some of the issues arising,

I'm sure Jeff has more. Would suggest Dec 11 to meet.

Thanks Jeff.

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Brady, Jeff
Sent: Saturday, December 2, 2017 8:26 AM
To: Murdock, Philip
Cc: Wootton, Brian
Subject: Re: The Plan

The nation wanted to know the route, so they could provide a friendly FYI to their northern neighbours. Chief Slett prepared a letter, and they will likely copy/paste the route from the tow plan.

Life Boat will be picking up the class inspector, and bringing them to Bella Bella this morning.

No other concerns. The nation (Kelly Brown) has been pretty keen on cost recovery.

I'm at the LBS now, and plan to take the 1300 flight/RTB.

Is there anything I should prepare? I have general notes, but has there been any other requests that need a follow up?

Jeff Brady
Deputy Superintendent
Environmental Response
Canadian Coast Guard

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(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

From: Murdock, Philip <philip.murdock@dfo-mpo.gc.ca>
Sent: Saturday, December 2, 2017 8:17 AM
Subject: The Plan
To: Brady, Jeff <jeff.brady@dfo-mpo.gc.ca>
Cc: Wootton, Brian <brian.wootton@dfo-mpo.gc.ca>

I take it that the Nation had no concerns with the tow as provided last evening?

Any other issues?

Are you flying out today ?

Thanks

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

s.14(b) s.21(1)(a)
s.19(1) s.21(1)(b)
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Dait, Haydee

From: Wootton, Brian
Sent: 2017–December-02 8:43 AM
To: Brady, Jeff; Murdock, Philip
Subject: Re: The Plan

Follow Up Flag: Follow Up
Flag Status: Completed

Additional ask from Brian would be:

Field notes about formation of ICP and UC. [redacted]

[redacted]

B

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Brady, Jeff
Sent: Saturday, December 2, 2017 8:27 AM
To: Murdock, Philip
Cc: Wootton, Brian
Subject: Re: The Plan

The nation wanted to know the route, so they could provide a friendly FYI to their northern neighbours. Chief Slett prepared a letter, and they will likely copy/paste the route from the tow plan.

Life Boat will be picking up the class inspector, and bringing them to Bella Bella this morning.

No other concerns. The nation (Kelly Brown) has been pretty keen on cost recovery. [redacted]

I'm at the LBS now, and plan to take the 1300 flight/RTB.

Is there anything I should prepare? I have general notes, but has there been any other requests that need a follow up?

Jeff Brady
Deputy Superintendent
Environmental Response

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Canadian Coast Guard
(604) 816-7432
Jeff.Brady@dfo-mpo.gc.ca

To report marine pollution call 1-800-889-8852

From: Murdock, Philip <philip.murdock@dfo-mpo.gc.ca>
Sent: Saturday, December 2, 2017 8:17 AM
Subject: The Plan
To: Brady, Jeff <jeff.brady@dfo-mpo.gc.ca>
Cc: Wootton, Brian <brian.wootton@dfo-mpo.gc.ca>

I take it that the Nation had no concerns with the tow as provided last evening?

Any other issues?

Are you flying out today ?

Thanks

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

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Dait, Haydee

From:
Sent: 2017–December-02 9:05 AM
To: CDR; CDR; LT; LT; Pikul, David J (DEC); Garrett, Krista K (DEC); bob.mattson@alaska.gov
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Lettau, Rhona; Wootton, Brian; McNish, Joanne; Hunt, Cliff; Evans, Clay; Poss, Angie ENV:EX; Brady, Jeff; Kelly Brown; Moss, Derek; CDR; CIV; LCDR; ROC1 / COR1 (DFO/MPO); Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER
Attachments: Copy of Jake Shearer and Zidell 277 Tank Volumes.xlsx

Update JAKE SHEARER tank soundings as of 0800 hrs this am.

No change.

Harley Marine Services
P: C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From:
Sent: Saturday, December 02, 2017 9:04 AM
To: 'CDR' <CDR' <LT' <LT' ; 'Pikul, David J (DEC)' <david.pikul@alaska.gov>; 'Garrett, Krista K (DEC)' <krista.garrett@alaska.gov>; 'bob.mattson@alaska.gov' <bob.mattson@alaska.gov>
Cc: 'Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO)' <Western.Ops-Centre@dfo-mpo.gc.ca>; 'ROC Planning Officer / agent de planification COR (DFO/MPO)' <ROCPlanning@dfo-mpo.gc.ca>; 'Lettau, Rhona' <lettau.Lettau@dfo-mpo.gc.ca>; 'Wootton, Brian' <Brian.Wootton@dfo-mpo.gc.ca>; 'McNish, Joanne' <Joanne.McNish@dfo-mpo.gc.ca>; 'Hunt, Cliff' <Cliff.Hunt@dfo-mpo.gc.ca>; 'Evans, Clay' <Clay.Evans@dfo-mpo.gc.ca>; 'Poss, Angie ENV:EX' <Angie.Poss@gov.bc.ca>; 'jeff.brady@dfo-mpo.gc.ca' <jeff.brady@dfo-mpo.gc.ca>; 'Kelly Brown' 'Moss, Derek'

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<Derek.Moss@dfo-mpo.gc.ca>; [redacted] CDR' [redacted] CIV' [redacted] LCDR' [redacted] 'ROC1 / COR1 (DFO/MPO)' <ROC1COR1@dfo-mpo.gc.ca>; [redacted]; 'Myers, Yvette' <yvette.myers@tc.gc.ca>; 'Sachdeva, Tejinder' <tejinder.sachdeva@tc.gc.ca>; 'Gomes, Cipriano' <cipriano.gomes@tc.gc.ca>; 'Whitelaw, Tywana' <tywana.whitelaw@tc.gc.ca>; 'Ionescu, Ion' <ion.ionescu@tc.gc.ca>; 'Niroshan, Don' <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

From: [redacted]
Sent: Saturday, December 02, 2017 9:03 AM
To: [redacted] CDR' [redacted] CDR' [redacted] LT' [redacted] LT' [redacted]; 'Pikul, David J (DEC)' <david.pikul@alaska.gov>; 'Garrett, Krista K (DEC)' <krista.garrett@alaska.gov>; 'bob.mattson@alaska.gov' <bob.mattson@alaska.gov>
Cc: 'Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO)' <Western.Ops-Centre@dfo-mpo.gc.ca>; 'ROC Planning Officer / agent de planification COR (DFO/MPO)' <ROCPlanning@dfo-mpo.gc.ca>; 'Lettau, Rhona' <lettau.Lettau@dfo-mpo.gc.ca>; 'Wootton, Brian' <Brian.Wootton@dfo-mpo.gc.ca>; 'McNish, Joanne' <Joanne.McNish@dfo-mpo.gc.ca>; 'Hunt, Cliff' <Cliff.Hunt@dfo-mpo.gc.ca>; 'Evans, Clay' <Clay.Evans@dfo-mpo.gc.ca>; 'Poss, Angie ENV:EX' <Angie.Poss@gov.bc.ca>; 'jeff.brady@dfo-mpo.gc.ca' <jeff.brady@dfo-mpo.gc.ca>; 'Kelly Brown' [redacted] 'Moss, Derek' <Derek.Moss@dfo-mpo.gc.ca>; [redacted] CDR' [redacted] CIV' [redacted] LCDR' [redacted] ROC1 / COR1 (DFO/MPO)' <ROC1COR1@dfo-mpo.gc.ca>; [redacted]; 'Myers, Yvette' <yvette.myers@tc.gc.ca>; 'Sachdeva, Tejinder' <tejinder.sachdeva@tc.gc.ca>; 'Gomes, Cipriano' <cipriano.gomes@tc.gc.ca>; 'Whitelaw, Tywana' <tywana.whitelaw@tc.gc.ca>; 'Ionescu, Ion' <ion.ionescu@tc.gc.ca>; 'Niroshan, Don' <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

From: [redacted]
Sent: Saturday, December 02, 2017 9:02 AM
To: [redacted] CDR' [redacted] CDR' [redacted] LT' [redacted] LT' [redacted] 'Pikul, David J (DEC)'

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<david.pikul@alaska.gov>; 'Garrett, Krista K (DEC)' <krista.garrett@alaska.gov>; 'bob.mattson@alaska.gov' <bob.mattson@alaska.gov>

Cc: 'Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO)' <Western.Ops-Centre@dfo-mpo.gc.ca>; 'ROC Planning Officer / agent de planification COR (DFO/MPO)' <ROCPlanning@dfo-mpo.gc.ca>; 'Lettau, Rhona' <lettau.Lettau@dfo-mpo.gc.ca>; 'Wootton, Brian' <Brian.Wootton@dfo-mpo.gc.ca>; 'McNish, Joanne' <Joanne.McNish@dfo-mpo.gc.ca>; 'Hunt, Cliff' <Cliff.Hunt@dfo-mpo.gc.ca>; 'Evans, Clay' <Clay.Evans@dfo-mpo.gc.ca>; 'Poss, Angie ENV:EX' <Angie.Poss@gov.bc.ca>; 'jeff.brady@dfo-mpo.gc.ca' <jeff.brady@dfo-mpo.gc.ca>; 'Kelly Brown' 'Moss, Derek' <Derek.Moss@dfo-mpo.gc.ca>; CDR' < CIV' < LCDR' 'ROC1 / COR1 (DFO/MPO)' <ROC1COR1@dfo-mpo.gc.ca>; ; 'Myers, Yvette' <yvette.myers@tc.gc.ca>; 'Sachdeva, Tejinder' <tejinder.sachdeva@tc.gc.ca>; 'Gomes, Cipriano' <cipriano.gomes@tc.gc.ca>; 'Whitelaw, Tywana' <tywana.whitelaw@tc.gc.ca>; 'Ionescu, Ion' <ion.ionescu@tc.gc.ca>; 'Niroshan, Don' <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>

Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

From:

Sent: Saturday, December 02, 2017 9:01 AM

To: CDR' < CDR' < LT' LT' < ; 'Pikul, David J (DEC)' <david.pikul@alaska.gov>; 'Garrett, Krista K (DEC)' <krista.garrett@alaska.gov>; 'bob.mattson@alaska.gov' <bob.mattson@alaska.gov>

Cc: 'Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO)' <Western.Ops-Centre@dfo-mpo.gc.ca>; 'ROC Planning Officer / agent de planification COR (DFO/MPO)' <ROCPlanning@dfo-mpo.gc.ca>; 'Lettau, Rhona' <lettau.Lettau@dfo-mpo.gc.ca>; 'Wootton, Brian' <Brian.Wootton@dfo-mpo.gc.ca>; 'McNish, Joanne' <Joanne.McNish@dfo-mpo.gc.ca>; 'Hunt, Cliff' <Cliff.Hunt@dfo-mpo.gc.ca>; 'Evans, Clay' <Clay.Evans@dfo-mpo.gc.ca>; 'Poss, Angie ENV:EX' <Angie.Poss@gov.bc.ca>; 'jeff.brady@dfo-mpo.gc.ca' <jeff.brady@dfo-mpo.gc.ca>; 'Kelly Brown' 'Moss, Derek' <Derek.Moss@dfo-mpo.gc.ca>; CDR' < CIV' < LCDR' < ; 'ROC1 / COR1 (DFO/MPO)' <ROC1COR1@dfo-mpo.gc.ca>; 'Myers, Yvette' <yvette.myers@tc.gc.ca>; 'Sachdeva, Tejinder' <tejinder.sachdeva@tc.gc.ca>; 'Gomes, Cipriano' <cipriano.gomes@tc.gc.ca>; 'Whitelaw, Tywana' <tywana.whitelaw@tc.gc.ca>; 'Ionescu, Ion' <ion.ionescu@tc.gc.ca>;

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'Niroshan, Don' <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

From: Justin Avril
Sent: Saturday, December 02, 2017 8:46 AM
To: CDR' < CDR' LT' LT' < 'Pikul, David J (DEC)' <david.pikul@alaska.gov>; 'Garrett, Krista K (DEC)' <krista.garrett@alaska.gov>; 'bob.mattson@alaska.gov' <bob.mattson@alaska.gov>
Cc: 'Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO)' <Western.Ops-Centre@dfo-mpo.gc.ca>; 'ROC Planning Officer / agent de planification COR (DFO/MPO)' <ROCPlanning@dfo-mpo.gc.ca>; 'Lettau, Rhona' <lettau.Lettau@dfo-mpo.gc.ca>; 'Wootton, Brian' <Brian.Wootton@dfo-mpo.gc.ca>; 'McNish, Joanne' <Joanne.McNish@dfo-mpo.gc.ca>; 'Hunt, Cliff' <Cliff.Hunt@dfo-mpo.gc.ca>; 'Evans, Clay' <Clay.Evans@dfo-mpo.gc.ca>; 'Poss, Angie ENV:EX' <Angie.Poss@gov.bc.ca>; 'jeff.brady@dfo-mpo.gc.ca' <jeff.brady@dfo-mpo.gc.ca>; 'Kelly Brown' 'Moss, Derek' <Derek.Moss@dfo-mpo.gc.ca>; CDR' < CIV' < LCDR' ROC1 / COR1 (DFO/MPO)' <ROC1COR1@dfo-mpo.gc.ca>; ; 'Myers, Yvette' <yvette.myers@tc.gc.ca>; 'Sachdeva, Tejinder' <tejinder.sachdeva@tc.gc.ca>; 'Gomes, Cipriano' <cipriano.gomes@tc.gc.ca>; 'Whitelaw, Tywana' <tywana.whitelaw@tc.gc.ca>; 'Ionescu, Ion' <ion.ionescu@tc.gc.ca>; 'Niroshan, Don' <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Good Morning CDR and Mr. Pikul,

Please find attached the following information.

1. ADEC PPOR for SE AK
2. SE AK Sensitive areas
3. WX Forcasts
4. Points of Refuge identified in the voyage plan – Chartlets (Red dots identify these areas) – will be sent as individual emails due size
5. Overnight tanks soundings for the JAKE SHEARER – these indicate not changes since the secondary repairs completed
6. EARL W REDD – Tank Soundings (as reference only)

Please let me know if any additional information is required.

Regards,

s.19(1)

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From:
Sent: Friday, December 01, 2017 10:35 PM
To: ' CDR' < CDR < LT < LT < Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; CDR CIV < LCDR ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo- ; Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

CDR and Mr. Pikul,

I will provide the additional information first thing in the AM as well as updated status/soundings of the affected tanks.

Thank you for your efforts and assistance in reviewing this voyage plan.

Regards,

From: CDR
Sent: Friday, December 01, 2017 10:23 PM
To: CDR < LT LT < Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; CDR CIV < LCDR >; ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>;

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[redacted]; Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>; [redacted]

Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

[redacted]

Mr. Pikul from the state of Alaska and I reviewed the voyage plan and the attachments. With two exceptions it is satisfactory. Please legibly include the potential places of refuge on the route chart and reference the PPOR listed in the Southeast Alaska Subarea Plan. Separately, add as an attachment the environmentally sensitive areas in Alaska along the planned route. The sensitive areas are the in appendix D of the Southeast Alaska Subarea Plan on the AK DEC website.

Contingent on the inclusion of the above items and confirmation of the repair soundness tomorrow, the COTP Southeast Alaska clears you to enter per your plan.

If you have any questions, please let me know.

v/r,

CDR [redacted]

Sent with BlackBerry Work
(www.blackberry.com)

From: [redacted]
Date: Friday, Dec 01, 2017, 7:11 PM
To: [redacted] CDR <[redacted] CDR <[redacted] LT <[redacted] LT <[redacted], Pikul, David J (DEC) <david.pikul@alaska.gov>, Garrett, Krista K (DEC) <krista.garrett@alaska.gov>, bob.mattson@alaska.gov <bob.mattson@alaska.gov>
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>, ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>, Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>, Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>, McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>, Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>, Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>, Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>, jeff.brady@dfo-mpo.gc.ca <jeff.brady@dfo-mpo.gc.ca>, Kelly Brown [redacted], Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>, [redacted] CDR <[redacted] CIV <[redacted] LCDR <[redacted] CDR <[redacted], ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>, [redacted], Myers, Yvette

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<yvette.myers@tc.gc.ca>, Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>, Gomes, Cipriano <cipriano.gomes@tc.gc.ca>, Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>, Ionescu, Ion <ion.ionescu@tc.gc.ca>, Niroshan, Don <Don.Niroshan@tc.gc.ca>, 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>, 'Brady, Jeff' <Jeff.Brady@dfo-mpo.gc.ca>,

Subject: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Email – Two

1. Weather forecasts

Regards,

Harley Marine Services
P C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From:
Sent: Friday, December 01, 2017 7:26 PM
To: CDR CDR LT MSD KTN - LT Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown ; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; CDR CIV < LCDR CDR >; ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>;

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Subject: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Hello CDR and all other concerned parties,

I apologize for the lateness of this information and appreciate your patience today waiting for my submission of our voyage plan and supporting documentation.

If I missed anyone who had requested review of this I apologize in advance

Items in red in the voyage plan will require additional updates in the am.
Due to the size and number of files this will be sent in multiple emails as per below.

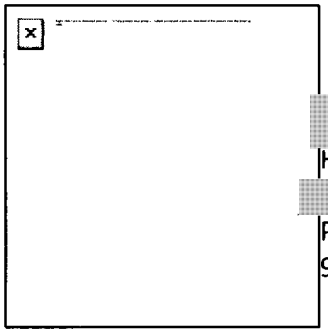
Please find attached the following.

EMAIL - ONE

1. Harley Maine DRAFT Proposed voyage plan for the tug/barge EARL W REDD and the ZIDELL 277 and light ship tug JAKE SHEARER
2. Preliminary ABS survey report JAKE SHEARER and ZIDELL 277
3. JAKE SHEARER tank layout drawing
4. Vessel Specification Sheets
    a. EARL W REDD
    b. ZIDELL 277
    c. JAKE SHEARER
5. JAKE SHEARER stability review
6. JAKE SHEARER – Tank Soundings
7. Transport Canada Preliminary survey repot for the JAKE SHEARER and ZIDELL 277
8. Voyage Route
9. Vessel Crew Lists – Separate tabs on one spreadsheet
    a. JAKE SHEARER
    b. EARL W REDD
10. PE stamped Memo for the ZIDELL 277 Emergency towing wire system
11. Forward Deck Fittings – PE Stamped Memo regarding E-Tow System
12. ZIDELL 277 tank soundings
    a. At load berth – BP Cherry Point
    b. From 1200 hrs 01DEC2017 – Norman Morrison Bay
13. Dive Survey – Initial and Secondary

Regards,

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Harley Marine Services
P: C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

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Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	Change
#1 Port Fuel	10'-10.5"	10389 Gal	73%	14194 Gal	0%
#1 Stbd Fuel	9'-11"	9469 Gal	66%	14194 Gal	0%
#2 Port Fuel	11'-0"	22274 Gal	87%	25750 Gal	
#2 Stbd Fuel	11'-2"	22540 Gal	88%	25750 Gal	
#1 Center Fuel	18'-8"	14515 Gal	87%	16601 Gal	
#2 Center Fuel Overflow	1'-8"	818 Gal	33%	2472 Gal	
Daytank	6'-0"	1651 Gal	67%	2447 Gal	
Settling tank	6'-5"	1765 Gal	72%	2447 Gal	
Port Lube Oil		237 Gal	36%	667 Gal	
Center Lube Oil		229 Gal	74%	309 Gal	
STB Gear Oil		167 Gal	47%	357 Gal	
Center Dirty Bilge	0'-6"`	31 Gal	-1%	1123 Gal	
Center Dirty Oil	1'-0"	145 Gal	1.25%	1174 Gal	
Center Graywater	1'-3"	241 Gal	19%	1214 Gal	
FWD Port FW	5'-3"	2112 Gal	57%	3695 Gal	
FWD Stbd FW	5'-0"	1945 Gal	52%	3695 Gal	
Forepeak Ballast	2'-0"	113 Gal	1.15%	7753 Gal	
#1 Port Ballast	19'-4.5"	7877 Gal	90%	8752 Gal	0%
#1 Stbd Ballast	23'-2'	8752 Gal	100%	8752 Gal	0%
#2 Port Ballast	7'-0"	3101 Gal	84%	3709 Gal	
#2 Stbd Ballast	7'-11"	3528 Gal	95%	3709 Gal	
Tug	**Draft Fwd**	15'-6"	**Draft Aft**	14'-3"	
Barge	**Draft Fwd**	19'-7"	**Draft Aft**	20'-7"	
Zidell 277					
Tank Name	**Sounding**	**Volume (GALS)**	**Percent Full**	**Tank Capacaity (GALS)**	
Retention Tank A	6'-5.5"	2171 Gal	53%	4120 Gal	
F/O	9'-6.5"	6518 Gal	83%	7814 Gal	
Fwd Void	Dry				
Aft Void	Dry				
#1 Void P & S	**10' From the deck**				
	Fresh water				
#2 Void P & S	**Full fresh water**				
#3 Void P & S	Dry				
#4 Void P & S	22'-7" from deck				
	fresh water				
#5 Void P & S	Dry				
#6 Void P & S	7'-3" From deck				
	Fresh water				
#7 Void P & S	Dry				

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Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity	Change
#1 Port Fuel	10'-10.5"	10389 Gal	73%	14194 Gal	0%
#1 Stbd Fuel	9'-11"	9469 Gal	66%	14194 Gal	0%
#2 Port Fuel	11'-0"	22274 Gal	87%	25750 Gal	
#2 Stbd Fuel	11'-2"	22540 Gal	88%	25750 Gal	
#1 Center Fuel	18'-8"	14515 Gal	87%	16601 Gal	
#2 Center Fuel Overflow	1'-8"	818 Gal	33%	2472 Gal	
Daytank	6'-0"	1651 Gal	67%	2447 Gal	
Settling tank	6'-5"	1765 Gal	72%	2447 Gal	
Port Lube Oil		237 Gal	36%	667 Gal	
Center Lube Oil		229 Gal	74%	309 Gal	
STB Gear Oil		167 Gal	47%	357 Gal	
Center Dirty Bilge	0'-6"`	31 Gal	-1%	1123 Gal	
Center Dirty Oil	1'-0"	145 Gal	1.25%	1174 Gal	
Center Graywater	1'-3"	241 Gal	19%	1214 Gal	
FWD Port FW	5'-3"	2112 Gal	57%	3695 Gal	
FWD Stbd FW	5'-0"	1945 Gal	52%	3695 Gal	
Forepeak Ballast	2'-0"	113 Gal	1.15%	7753 Gal	
#1 Port Ballast	19'-4.5"	7877 Gal	90%	8752 Gal	0%
#1 Stbd Ballast	23'-2'	8752 Gal	100%	8752 Gal	0%
#2 Port Ballast	7'-0"	3101 Gal	84%	3709 Gal	
#2 Stbd Ballast	7'-11"	3528 Gal	95%	3709 Gal	
Tug	**Draft Fwd**	15'-6"	**Draft Aft**	14'-3"	
Barge	**Draft Fwd**	19'-7"	**Draft Aft**	20'-7"	
Zidell 277					

Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
Retention Tank A	6'-5.5"	2171 Gal	53%	4120 Gal	
F/O	9'-6.5"	6518 Gal	83%	7814 Gal	
Fwd Void	Dry				
Aft Void	Dry				
#1 Void P & S	**10' From the deck**				
	Fresh water				
#2 Void P & S	**Full fresh water**				
#3 Void P & S	Dry				
#4 Void P & S	22'-7" from deck				
	fresh water				
#5 Void P & S	Dry				
#6 Void P & S	7'-3" From deck				
	Fresh water				
#7 Void P & S	Dry				

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Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacai	Change
#1 Port Fuel	10'-10.5"	10389 Gal	73%	14194 Gal	1%
#1 Stbd Fuel	9'-11"	9469 Gal	66%	14194 Gal	0%
#2 Port Fuel	11'-0"	22274 Gal	87%	25750 Gal	
#2 Stbd Fuel	11'-2"	22540 Gal	88%	25750 Gal	
#1 Center Fuel	18'-8"	14515 Gal	87%	16601 Gal	
#2 Center Fuel Overflow	1'-8"	818 Gal	33%	2472 Gal	
Daytank	6'-0"	1651 Gal	67%	2447 Gal	
Settling tank	6'-5"	1765 Gal	72%	2447 Gal	
Port Lube Oil		237 Gal	36%	667 Gal	
Center Lube Oil		229 Gal	74%	309 Gal	
STB Gear Oil		167 Gal	47%	357 Gal	
Center Dirty Bilge	0'-6"`	31 Gal	-1%	1123 Gal	
Center Dirty Oil	1'-0"	145 Gal	1.25%	1174 Gal	
Center Graywater	1'-3"	241 Gal	19%	1214 Gal	
FWD Port FW	5'-3"	2112 Gal	57%	3695 Gal	
FWD Stbd FW	5'-0"	1945 Gal	52%	3695 Gal	
Forepeak Ballast	2'-0"	113 Gal	1.15%	7753 Gal	
#1 Port Ballast	19'-4.5"	7877 Gal	90%	8752 Gal	1%
#1 Stbd Ballast	23'-2'	8752 Gal	100%	8752 Gal	0%
#2 Port Ballast	7'-0"	3101 Gal	84%	3709 Gal	
#2 Stbd Ballast	7'-11"	3528 Gal	95%	3709 Gal	
Tug	**Draft Fwd**	15'-6"	**Draft Aft**	14'-3"	
Barge	**Draft Fwd**	19'-7"	**Draft Aft**	20'-7"	
Zidell 277					

Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
Retention Tank A	6'-5.5"	2171 Gal	53%	4120 Gal	
F/O	9'-6.5"	6518 Gal	83%	7814 Gal	
Fwd Void	Dry				
Aft Void	Dry				
#1 Void P & S	**10' From the deck**				
	Fresh water				
#2 Void P & S	**Full fresh water**				
#3 Void P & S	Dry				
#4 Void P & S	22'-7" from deck				
	fresh water				
#5 Void P & S	Dry				
#6 Void P & S	7'-3" From deck				
	Fresh water				
#7 Void P & S	Dry				

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Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	Change
#1 Port Fuel	10'-8"	10222 Gal	72%	14194 Gal	-7%
#1 Stbd Fuel	9'-11"	9469 Gal	66%	14194 Gal	-6%
#2 Port Fuel	11'-0"	22274 Gal	87%	25750 Gal	
#2 Stbd Fuel	11'-2"	22540 Gal	88%	25750 Gal	
#1 Center Fuel	18'-8"	14515 Gal	87%	16601 Gal	
#2 Center Fuel Overflow	1'-8"	818 Gal	33%	2472 Gal	
Daytank	6'-0"	1651 Gal	67%	2447 Gal	-8%
Settling tank	6'-5"	1765 Gal	72%	2447 Gal	
Port Lube Oil		237 Gal	36%	667 Gal	
Center Lube Oil		229 Gal	74%	309 Gal	
STB Gear Oil		167 Gal	47%	357 Gal	
Center Dirty Bilge	0'-6"`	31 Gal	-1%	1123 Gal	
Center Dirty Oil	1'-0"	145 Gal	1.25%	1174 Gal	
Center Graywater	1'-3"	241 Gal	19%	1214 Gal	
FWD Port FW	5'-3"	2112 Gal	57%	3695 Gal	-6%
FWD Stbd FW	5'-0"	1945 Gal	52%	3695 Gal	-5%
Forepeak Ballast	2'-0"	113 Gal	1.15%	7753 Gal	
#1 Port Ballast	19'-2"	7835 Gal	89%	8752 Gal	-3%
#1 Stbd Ballast	23'-2'	8752 Gal	100%	8752 Gal	
#2 Port Ballast	7'-0"	3101 Gal	84%	3709 Gal	
#2 Stbd Ballast	7'-11"	3528 Gal	95%	3709 Gal	
Tug	**Draft Fwd**	15'-6"	**Draft Aft**	14'-3"	
Barge	**Draft Fwd**	19'-7"	**Draft Aft**	20'-7"	
Zidell 277					

Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
Retention Tank A	6'-5.5"	2171 Gal	53%	4120 Gal	
F/O	9'-6.5"	6518 Gal	83%	7814 Gal	-1%
Fwd Void	Dry				
Aft Void	Dry				
#1 Void P & S	**10' From the deck**				
	Fresh water				
#2 Void P & S	**Full fresh water**				
#3 Void P & S	Dry				
#4 Void P & S	22'-7" from deck				
	fresh water				
#5 Void P & S	Dry				
#6 Void P & S	7'-3" From deck				
	Fresh water				
#7 Void P & S	Dry				

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Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
#1 Port Fuel	11'-4"	10893 Gal	77%	14194 Gal	
#1 Stbd Fuel	8'-11"	8472 Gal	60%	14194 Gal	
#2 Port Fuel	11'-0"	22274 Gal	87%	25750 Gal	
#2 Stbd Fuel	11'-2"	22540 Gal	88%	25750 Gal	
#1 Center Fuel	18'-8"	14515 Gal	87%	16601 Gal	
#2 Center Fuel Overflow	1'-8"	818 Gal	33%	2472 Gal	
Daytank	6'-8"	1834 Gal	75%	2447 Gal	
Settling tank	6'-5"	1765 Gal	72%	2447 Gal	
Port Lube Oil		237 Gal	36%	667 Gal	
Center Lube Oil		229 Gal	74%	309 Gal	
STB Gear Oil		167 Gal	47%	357 Gal	
Center Dirty Bilge	0'-6"`	31 Gal	-1%	1123 Gal	
Center Dirty Oil	1'-0"	145 Gal	1.25%	1174 Gal	
Center Graywater	1'-3"	241 Gal	19%	1214 Gal	
FWD Port FW	5'-7"	2345 Gal	63%	3695 Gal	
FWD Stbd FW	5'-3"	2112 Gal	57%	3695 Gal	
Forepeak Ballast	2'-0"	113 Gal	1.15%	7753 Gal	
#1 Port Ballast	19'-9"	7967 Gal	91%	8752 Gal	
#1 Stbd Ballast	23'-2'	8752 Gal	100%	8752 Gal	
#2 Port Ballast	7'-0"	3101 Gal	84%	3709 Gal	
#2 Stbd Ballast	7'-11"	3528 Gal	95%	3709 Gal	

Barge

Tank Name	Sounding	Volume (GALS)	Percent Full	Tank Capacaity (GALS)	
Retention Tank A	6'-5.25"	2171 Gal	53%	4120 Gal	
F/O	9'-7.5"	6575 Gal	84%	7814 Gal	

s.19(1)

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Dait, Haydee

From:
Sent: 2017–December-02 9:59 AM
To: CDR; CDR; LT; Evans, David A LT; Pikul, David J (DEC); Garrett, Krista K (DEC); bob.mattson@alaska.gov
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Lettau, Rhona; Wootton, Brian; McNish, Joanne; Hunt, Cliff; Evans, Clay; Poss, Angie ENV:EX; Brady, Jeff; Kelly Brown; Moss, Derek; CDR; CIV; LCDR; ROC1 / COR1 (DFO/MPO); Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Thank You!

Regards,

Harley Marine Services
P C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From: CDR
Sent: Saturday, December 02, 2017 9:54 AM
To: CDR LT LT < Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown < Moss, Derek <Derek.Moss@dfo-mpo.gc.ca> CDR

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

[redacted] CIV <[redacted] LCDR [redacted] ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; [redacted] Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

[redacted]

Thanks for the additional information. All sat. The vessels are cleared to enter Southeast Alaska.

v/r

CDR [redacted]

Sent with BlackBerry Work
(www.blackberry.com)

From: [redacted]
Date: Saturday, Dec 02, 2017, 7:50 AM
To: [redacted] CDR [redacted] CDR [redacted] LT [redacted] LT [redacted] Pikul, David J (DEC) <david.pikul@alaska.gov>, Garrett, Krista K (DEC) <krista.garrett@alaska.gov>, bob.mattson@alaska.gov <bob.mattson@alaska.gov>
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>, ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>, Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>, Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>, McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>, Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>, Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>, Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>, jeff.brady@dfo-mpo.gc.ca <jeff.brady@dfo-mpo.gc.ca>, Kelly Brown [redacted] Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; [redacted] CDR [redacted] CIV <[redacted] LCDR [redacted] ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>, [redacted] Myers, Yvette <yvette.myers@tc.gc.ca>, Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>, Gomes, Cipriano <cipriano.gomes@tc.gc.ca>, Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>, Ionescu, Ion <ion.ionescu@tc.gc.ca>, Niroshan, Don <Don.Niroshan@tc.gc.ca>, 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

s.19(1)

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Good Morning CDR [redacted] and Mr. Pikul,

Please find attached the following information.

1. ADEC PPOR for SE AK
2. SE AK Sensitive areas
3. WX Forcasts
4. Points of Refuge identified in the voyage plan – Chartlets (Red dots identify these areas) – will be sent as individual emails due size
5. Overnight tanks soundings for the JAKE SHEARER – these indicate not changes since the secondary repairs completed
6. EARL W REDD – Tank Soundings (as reference only)

Please let me know if any additional information is required.

Regards,

[redacted]

[redacted]
Harley Marine Services
[redacted]
P: [redacted] C: [redacted]
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From: [redacted]
Sent: Friday, December 01, 2017 10:35 PM
To: [redacted] CDR' [redacted] CDR [redacted] LT [redacted] LT [redacted]; Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown [redacted] Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; [redacted] CDR [redacted] CIV [redacted] LCDR [redacted] ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; [redacted]

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

CDR and Mr. Pikul,

I will provide the additional information first thing in the AM as well as updated status/soundings of the affected tanks.

Thank you for your efforts and assistance in reviewing this voyage plan.

Regards,

From: CDR
Sent: Friday, December 01, 2017 10:23 PM
To: CDR LT LT Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; CDR CIV LCDR ; ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>;
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Mr. Pikul from the state of Alaska and I reviewed the voyage plan and the attachments. With two exceptions it is satisfactory. Please legibly include the potential places of refuge on the route chart and reference the PPOR listed in the Southeast Alaska Subarea Plan. Separately, add as an attachment the environmentally sensitive areas in Alaska along the planned route. The sensitive areas are the in appendix D of the Southeast Alaska Subarea Plan on the AK DEC website.

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Contingent on the inclusion of the above items and confirmation of the repair soundness tomorrow, the COTP Southeast Alaska clears you to enter per your plan.

If you have any questions, please let me know.

v/r,

CDR

Sent with BlackBerry Work
(www.blackberry.com)

From:
Date: Friday, Dec 01, 2017, 7:11 PM
To: CDR < CDR < LT < LT , Pikul, David J (DEC) <david.pikul@alaska.gov>, Garrett, Krista K (DEC) <krista.garrett@alaska.gov>, bob.mattson@alaska.gov <bob.mattson@alaska.gov>
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>, ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>, Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>, Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>, McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>, Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>, Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>, Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>, jeff.brady@dfo-mpo.gc.ca <jeff.brady@dfo-mpo.gc.ca>, Kelly Brown Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>, CDR CIV < LCDR CDR , ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>, Myers, Yvette <yvette.myers@tc.gc.ca>, Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>, Gomes, Cipriano <cipriano.gomes@tc.gc.ca>, Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>, Ionescu, Ion <ion.ionescu@tc.gc.ca>, Niroshan, Don <Don.Niroshan@tc.gc.ca>, 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>, 'Brady, Jeff' <Jeff.Brady@dfo-mpo.gc.ca>,
Subject: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Email – Two

1. Weather forecasts

Regards,

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Harley Marine Services
P: C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From: Justin Avril
Sent: Friday, December 01, 2017 7:26 PM
To: CDR CDR LT LT Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; CDR CIV LCDR CDR ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>;
Subject: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Hello CDR and all other concerned parties,

I apologize for the lateness of this information and appreciate your patience today waiting for my submission of our voyage plan and supporting documentation.

If I missed anyone who had requested review of this I apologize in advance

Items in red in the voyage plan will require additional updates in the am.
Due to the size and number of files this will be sent in multiple emails as per below.

Please find attached the following.

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EMAIL - ONE

1. Harley Maine DRAFT Proposed voyage plan for the tug/barge EARL W REDD and the ZIDELL 277 and light ship tug JAKE SHEARER
2. Preliminary ABS survey report JAKE SHEARER and ZIDELL 277
3. JAKE SHEARER tank layout drawing
4. Vessel Specification Sheets
    a. EARL W REDD
    b. ZIDELL 277
    c. JAKE SHEARER
5. JAKE SHEARER stability review
6. JAKE SHEARER – Tank Soundings
7. Transport Canada Preliminary survey repot for the JAKE SHEARER and ZIDELL 277
8. Voyage Route
9. Vessel Crew Lists – Separate tabs on one spreadsheet
    a. JAKE SHEARER
    b. EARL W REDD
10. PE stamped Memo for the ZIDELL 277 Emergency towing wire system
11. Forward Deck Fittings – PE Stamped Memo regarding E-Tow System
12. ZIDELL 277 tank soundings
    a. At load berth – BP Cherry Point
    b. From 1200 hrs 01DEC2017 – Norman Morrison Bay
13. Dive Survey – Initial and Secondary

Regards,

Harley Marine Services
P: | C:
910 SW Spokane St Seattle, WA 98134

No information has been removed or severed from this page

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Recipient of:

2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award

2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

s.19(1)

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Dait, Haydee

From:
Sent: 2017–December-02 12:07 PM
To: CDR; CDR; LT; LT; Pikul, David J (DEC); Garrett, Krista K (DEC); bob.mattson@alaska.gov
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Lettau, Rhona; Wootton, Brian; McNish, Joanne; Hunt, Cliff; Evans, Clay; Poss, Angie ENV:EX; Brady, Jeff; Kelly Brown; Moss, Derek; CDR; CIV; LCDR; ROC1 / COR1 (DFO/MPO); Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Hello All,

Vessels have safely gotten u/w and are departing Norman Morrison bay.

Regards,

Harley Marine Services
P: | C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From:
Sent: Saturday, December 02, 2017 10:05 AM
To: CDR' < CDR < LT < LT < ; Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>;

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Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown <
Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; CDR
CIV < LCDR
ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>;
<
<
<
Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

I have instructed our vessels to get u/w as soon as is safe to do so.

We anticipate them being u/w in the next hour or so.

I will update all on this list when they are u/w.

Regards,

From: CDR
Sent: Saturday, December 02, 2017 9:54 AM
To: CDR < LT
LT < Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown <
Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; CDR
CIV < LCDR
ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>;
<
; Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
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[redacted]

Thanks for the additional information. All sat. The vessels are cleared to enter Southeast Alaska.

v/r

CDR [redacted]

Sent with BlackBerry Work
(www.blackberry.com)

From: [redacted]
Date: Saturday, Dec 02, 2017, 7:50 AM
To: [redacted] CDR <[redacted] CDR <[redacted] LT <[redacted] LT <[redacted] Pikul, David J (DEC) <david.pikul@alaska.gov>, Garrett, Krista K (DEC) <krista.garrett@alaska.gov>, bob.mattson@alaska.gov <bob.mattson@alaska.gov>
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>, ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>, Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>, Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>, McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>, Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>, Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>, Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>, jeff.brady@dfo-mpo.gc.ca <jeff.brady@dfo-mpo.gc.ca>, Kelly Brown <[redacted], Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>, [redacted] CDR <[redacted] CIV <[redacted] LCDR <[redacted], ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>, [redacted] Myers, Yvette <yvette.myers@tc.gc.ca>, Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>, Gomes, Cipriano <cipriano.gomes@tc.gc.ca>, Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>, Ionescu, Ion <ion.ionescu@tc.gc.ca>, Niroshan, Don <Don.Niroshan@tc.gc.ca>, 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Good Morning CDR [redacted] and Mr. Pikul,

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2. SE AK Sensitive areas
3. WX Forcasts
4. Points of Refuge identified in the voyage plan – Chartlets (Red dots identify these areas) – will be sent as individual emails due size
5. Overnight tanks soundings for the JAKE SHEARER – these indicate not changes since the secondary repairs completed
6. EARL W REDD – Tank Soundings (as reference only)

Please let me know if any additional information is required.

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Regards,

Harley Marine Services
P: C:
910 SW Spokane St Seattle, WA 98134

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2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From:
Sent: Friday, December 01, 2017 10:35 PM
To: CDR' CDR LT < LT < ; Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown < Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; CDR CIV LCDR < ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; < < B < >; Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

CDR and Mr. Pikul,

I will provide the additional information first thing in the AM as well as updated status/soundings of the affected tanks.

Thank you for your efforts and assistance in reviewing this voyage plan.

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Regards,

[redacted]

From: [redacted] CDR [redacted]
Sent: Friday, December 01, 2017 10:23 PM
To: [redacted] CDR [redacted] LT [redacted] LT [redacted]; Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown [redacted] Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; [redacted] CDR [redacted] CIV [redacted] LCDR [redacted] ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; [redacted]; Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>; [redacted]
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

[redacted]

Mr. Pikul from the state of Alaska and I reviewed the voyage plan and the attachments. With two exceptions it is satisfactory. Please legibly include the potential places of refuge on the route chart and reference the PPOR listed in the Southeast Alaska Subarea Plan. Separately, add as an attachment the environmentally sensitive areas in Alaska along the planned route. The sensitive areas are the in appendix D of the Southeast Alaska Subarea Plan on the AK DEC website.

Contingent on the inclusion of the above items and confirmation of the repair soundness tomorrow, the COTP Southeast Alaska clears you to enter per your plan.

If you have any questions, please let me know.

v/r,

CDR [redacted]

Sent with BlackBerry Work
(www.blackberry.com)

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From:
Date: Friday, Dec 01, 2017, 7:11 PM
To: CDR < CDR < LT < LT , Pikul, David J (DEC) <david.pikul@alaska.gov>, Garrett, Krista K (DEC) <krista.garrett@alaska.gov>, bob.mattson@alaska.gov <bob.mattson@alaska.gov>
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Subject: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Email – Two

1. Weather forecasts

Regards,

Harley Marine Services
P: | C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From:
Sent: Friday, December 01, 2017 7:26 PM
To: CDR CDR

s.19(1)
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[redacted] LT [redacted]
[redacted] LT [redacted]; Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
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Subject: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Hello CDR [redacted] and all other concerned parties,

I apologize for the lateness of this information and appreciate your patience today waiting for my submission of our voyage plan and supporting documentation.

If I missed anyone who had requested review of this I apologize in advance [redacted]

Items in red in the voyage plan will require additional updates in the am.
Due to the size and number of files this will be sent in multiple emails as per below.

Please find attached the following.

EMAIL - ONE

1. Harley Maine DRAFT Proposed voyage plan for the tug/barge EARL W REDD and the ZIDELL 277 and light ship tug JAKE SHEARER
2. Preliminary ABS survey report JAKE SHEARER and ZIDELL 277
3. JAKE SHEARER tank layout drawing
4. Vessel Specification Sheets
    a. EARL W REDD
    b. ZIDELL 277
    c. JAKE SHEARER
5. JAKE SHEARER stability review
6. JAKE SHEARER – Tank Soundings
7. Transport Canada Preliminary survey repot for the JAKE SHEARER and ZIDELL 277
8. Voyage Route
9. Vessel Crew Lists – Separate tabs on one spreadsheet
    a. JAKE SHEARER

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

   b. EARL W REDD
10. PE stamped Memo for the ZIDELL 277 Emergency towing wire system
11. Forward Deck Fittings – PE Stamped Memo regarding E-Tow System
12. ZIDELL 277 tank soundings
    a. At load berth – BP Cherry Point
    b. From 1200 hrs 01DEC2017 – Norman Morrison Bay
13. Dive Survey – Initial and Secondary

Regards,

Harley Marine Services
P: | C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

s.19(1)

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Wong, Sara

From: [redacted]
Sent: December-02-17 10:40 AM
To: Brady, Jeff; Martens, Michael
Subject: MSS 6000 Message
Attachments: MSS VIDEO Image 1217_1262.JPG

Jeff/Mike

Managed to take a quick peek at the Jake Shearer and barge in Bella Bella this morning. Some low fog around - no pollution ws observed.

Cheers

Bob/Owen

Event Id: 1262
VIDEO
IMAGE
2017-12-02 18:11:28
N52°12.10' W128°10.41'
Image no. -
File name MSS VIDEO Image 1217_1262.JPG

Document Released Under the Access to

S&T MSS 6000 Mission: TC951-2017-151 VIDEO

Video: 2017-12-02 18:11:28 N52°12.10' W128°10.41' 4° 2513 ft 152.4 kts EO/IR

EO/IR: N52°11.91' W128°11.65'

Aircraft: 2017-12-02 18:11:28 N52°12.10' W128°10.41' 4° 2513 ft 152.4 kts



001627

s.19(1)

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Dait, Haydee

From:
Sent: 2017–December-02 10:00 AM
To: Pikul, David J (DEC); CDR; CDR; LT; LT; Garrett, Krista K (DEC); Mattson, Bob D (DEC)
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Lettau, Rhona; Wootton, Brian; McNish, Joanne; Hunt, Cliff; Evans, Clay; Poss, Angie ENV:EX; Brady, Jeff; Kelly Brown; Moss, Derek; Jensen, CDR; CIV; LCDR; ROC1 / COR1 (DFO/MPO); Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Thank you.

Regards,

Harley Marine Services
P: C:
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

From: Pikul, David J (DEC) [mailto:david.pikul@alaska.gov]
Sent: Saturday, December 02, 2017 9:51 AM
To: CDR < CDR < LT < LT < Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; Mattson, Bob D (DEC) <bob.mattson@alaska.gov>; Pikul, David J (DEC) <david.pikul@alaska.gov>
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown <

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[redacted] Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; [redacted] CDR [redacted] CIV < [redacted] LCDR [redacted] ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; [redacted] Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Good morning,

The State has reviewed the associated documents along with the Voyage plan and approves the plan for implementation.

We will be expecting all appropriate updates for review, be monitoring, and will provide any comments during implementation.

Thank you, and have a safe voyage,

Dave Pikul
Acting Alaska Southeast SOSC

David J. Pikul
Southeast Region Unit Supervisor
Prevention, Preparedness, and Response
410 Willoughby Ave
Juneau, AK 99801-1800
Phone: 907-465-5234
e-mail: david.pikul@alaska.gov

From: [redacted]
Sent: Saturday, December 02, 2017 7:46 AM
To: [redacted] CDR [redacted] CDR < [redacted] LT [redacted] LT < [redacted] Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; Mattson, Bob D (DEC) <bob.mattson@alaska.gov>
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>;

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information

Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Kelly Brown [redacted]; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; [redacted] CDR [redacted] CIV [redacted] LCDR [redacted]; [redacted] ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; [redacted] Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Good Morning CDR [redacted] and Mr. Pikul,

Please find attached the following information.

1. ADEC PPOR for SE AK
2. SE AK Sensitive areas
3. WX Forcasts
4. Points of Refuge identified in the voyage plan – Chartlets (Red dots identify these areas) – will be sent as individual emails due size
5. Overnight tanks soundings for the JAKE SHEARER – these indicate not changes since the secondary repairs completed
6. EARL W REDD – Tank Soundings (as reference only)

Please let me know if any additional information is required.

Regards,

[redacted]

[redacted]
Harley Marine Services
[redacted]
P: [redacted] | C: [redacted]
910 SW Spokane St Seattle, WA 98134

Recipient of:
2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award
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From:
Sent: Friday, December 01, 2017 10:35 PM
To: CDR' < CDR < LT < LT < Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
Cc: Western ROC Superintendent Surintendant ROC Ouest (DFO/MPO) <Western.Ops-Centre@dfo-mpo.gc.ca>; ROC Planning Officer / agent de planification COR (DFO/MPO) <ROCPlanning@dfo-mpo.gc.ca>; Lettau, Rhona <lettau.Lettau@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>; jeff.brady@dfo-mpo.gc.ca; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>; CDR CIV < LCDR ; ROC1 / COR1 (DFO/MPO) <ROC1COR1@dfo-mpo.gc.ca>; Myers, Yvette <yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

CDR Neely and Mr. Pikul,

I will provide the additional information first thing in the AM as well as updated status/soundings of the affected tanks.

Thank you for your efforts and assistance in reviewing this voyage plan.

Regards,

From: CDR
Sent: Friday, December 01, 2017 10:23 PM
To: CDR < > LT LT Pikul, David J (DEC) <david.pikul@alaska.gov>; Garrett, Krista K (DEC) <krista.garrett@alaska.gov>; bob.mattson@alaska.gov
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<yvette.myers@tc.gc.ca>; Sachdeva, Tejinder <tejinder.sachdeva@tc.gc.ca>; Gomes, Cipriano <cipriano.gomes@tc.gc.ca>; Whitelaw, Tywana <tywana.whitelaw@tc.gc.ca>; Ionescu, Ion <ion.ionescu@tc.gc.ca>; Niroshan, Don <Don.Niroshan@tc.gc.ca>; 'Murdock, Philip' <Philip.Murdock@dfo-mpo.gc.ca>;

Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

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Subject: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Email – Two

1. Weather forecasts

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Harley Marine Services
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910 SW Spokane St Seattle, WA 98134

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[redacted]

Subject: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

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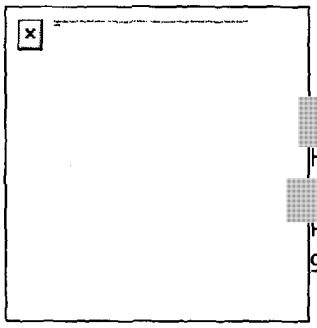
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12. ZIDELL 277 tank soundings
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    b. From 1200 hrs 01DEC2017 – Norman Morrison Bay
13. Dive Survey – Initial and Secondary

Regards,

[redacted]

-.19(1)

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Harley Marine Services
P: | C:
910 SW Spokane St Seattle, WA 98134

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2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

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Dait, Haydee

From: Lettau, Rhona
Sent: 2017–December-02 11:07 AM
To: Murdock, Philip; ROC1 / COR1 (DFO/MPO)
Cc: McNish, Joanne; Wootton, Brian
Subject: RE: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

My understanding is that the Gordon Reid will escort to the US border.

Rhona

From: Murdock, Philip
Sent: Saturday, December 02, 2017 10:59 AM
To: ROC1 / COR1 (DFO/MPO)
Cc: Lettau, Rhona; McNish, Joanne; Wootton, Brian
Subject: Re: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

And for absolute clarity, the CCG is escorting all the way north to US waters or just through Mandatory Pilotage Waters?

Thanks

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

From: ROC1 / COR1 (DFO/MPO)
Sent: Saturday, December 2, 2017 10:56 AM
To: Murdock, Philip
Cc: Lettau, Rhona; McNish, Joanne; Wootton, Brian
Subject: RE: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

Thank you, I have made the edits in the draft below.

Ashley

From: Wootton, Brian
Sent: 2017–December-02 10:56 AM
To: Murdock, Philip; ROC1 / COR1 (DFO/MPO)
Cc: Lettau, Rhona; McNish, Joanne
Subject: Re: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

Agreed Phil. Thanks.

BW

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Murdock, Philip
Sent: Saturday, December 2, 2017 10:51 AM
To: ROC1 / COR1 (DFO/MPO)

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Cc: Wootton, Brian; Lettau, Rhona; McNish, Joanne
Subject: Re: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

A couple of edits;

7. Removed date / time at the beginning of the paragraph as it reads as if the incident started today (original incident date / time should be here).

The last line in 7 should read; December 2 at XXXX PST, the barge Ziddle Marine 277 departed the Anchorage in Norman Morison under tow by the Tug Earl Redd and with the tug Jake Shearer as the Stern assist vessel (in the barge notch). Vessels have been cleared by TC to proceed. USCG has cleared the vessels to enter US water (Alaska). CCGS to accompany /escort the vessels through Canadian Waters.

How does that sound?

Philip

Sent from my BlackBerry 10 smartphone on the Bell network.

From: ROC1 / COR1 (DFO/MPO)
Sent: Saturday, December 2, 2017 9:52 AM
To: Murdock, Philip
Cc: Wootton, Brian; Lettau, Rhona; McNish, Joanne
Subject: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

Please see the Final NINP draft below, for your review.

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

FINAL – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   Western / tug Jake Shearer
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 2 Dec 2017 / 0950 PST
   4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/
6. Regional Location:
   a. Province/Territory:
   British Columbia
   b. City: N/A
   c. Amplifying location details (as required):
   Queen Charlotte Sound – Goose Island
7. Current Situation:

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At 1541 PST, 26 Nov. 2017, composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. at 1830 PST, crew from the barge was able to deploy an anchor from the barge. The barge is currently anchored and holding position .5 nm west of Gosling Rocks. CCGS Gordon Reid arrived on scene at 1940 PST. Will standby for safety of 2 crew members on barge. CCGS Cape St. James arrived on scene . Tug Norma H now proceeding to scene. ETA 0400 PST. Tug Gulf Cajun intends to drop barge in Bella Bella and also proceed to scene. No ETA at this time. CCGS Cape St. James standing down. Tug Gulf Cajun passed tow of dangerous goods to Norma H and has now taken over as the primary response tug. Gulf Cajun currently on scene with the barge, attaching tow line. CCGS Gordon Reid and Jake Shearer standing by. Update to follow. Gulf Cajun seeking direction on destination for barge. Tug Gulf Cajun now abeam Ivory Island, Seaforth Channel, with barge in tow. CCGS Gordon Reid and tug Jake Shearer accompanying to Norman Morrison Bay. All vessels now in sheltered waters. SAR operations concluded. Jack Shearer, and Gulf Cajun are anchored in Norman Morison Bay with the barge. Precautionary boom around Jack Shearer. Gordon Reid running weather courses overnight in Raymond Passage. Currently no change in the position of the barge. Two Transport Canada safety inspectors are now onboard conducting an inspection. Standby for daily update tomorrow morning. Current actions: continue to inspect the tug and barge, monitor stability and cooperate with all stakeholders involved with this incident. The situation is stable and resources are starting to leave in anticipation that environmental risk is minimal and the tug and barge will likely be transiting south soon. Divers are in the water right now continuing their inspection. Heiltsuk Nation observer onboard the Gordon Reid will be departing at 1730 PST today. ICP in port hardy still active. CCG ER will start to demobilize, however will fully continue to support the operation in full. Current actions: The intension is to have the repairs complete this evening and have the tow plan completed for tomorrow morning. Divers are waiting for the epoxy to cure and then will be doing a follow up dive for inspection of the repairs. Transport Canada and ABS anticipate that approval should be passed tonight for estimated departure at 1200 Dec 2. December 2 at XXXX PST, the barge Ziddle Marine 277 departed the Anchorage in Norman Morison under tow by the Tug Earl Redd and with the tug Jake Shearer as the Stern assist vessel (in the barge notch). Vessels have been cleared by TC to proceed. USCG has cleared the vessels to enter US water (Alaska). CCGS to accompany /escort the vessels through Canadian Waters.

8. Actions Taken:

ER VICTORIA: - 15151 environmental response accepts transfer of command from JRCC.
Equipment trailers from sea island and Victoria depot staged in port hardy
Bartlett eta port hardy 07001 November 28
JRCC Victoria: Gordon Reid tasked. ON SCENE.
Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.
No eta at this time. Barge dropped and enroute. ETA 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.
Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H
with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.
District 17 (USCG) to look into air launched tow assist kits. Will advise. Available if required but would take at least 7 hours to arrive.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

Awaiting arrival of capable tug. Barge to be towed to safe refuge, upcoming weather a large factor in choice. Destination to be discussed. Tug and barge to be anchored in Norman Morrison Bay where inspection of vessels to take place.

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Tc inspectors arriving on scene tomorrow. Cg helicopter bringing additional personnel to the scene from port hardy, unified command established with IC's from CCG, BC MOE, Heiltsuk Nation, and responsible party Harley marine. Intend ICP to commence operations November 28 0700. Tc inspectors are on scene and continue to inspect the vessel and barge. Divers currently in the water. Towing vessel and the barge may leave in the next day, subject to TC and USCG inspection. Intent is for coast guard ER to pass lead to transport Canada tomorrow.

11. Environmental Factors:

Pollution potential if barge goes aground.

Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor. THERE IS APPROXIMATELY 13.3 MILLION litres in the barge. Discrepancy addressed in 1600 PST teleconference today.

13. Personnel Status:

a. CCG: ops normal

b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal

b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC Victoria leading case until ER EOC stood up and 2 crew have been evacuated from barge. Case to be handed over to environmental response when safety of crew on barge confirmed and barge is securely under tow and away from shore. All involved vessels now in sheltered waters. Case being handed over to environmental response. CCG ER has requested Harley marine provide a towing plan for discussion with TC and cg before departure.

16. Command Assessment:

17. Next SITREP will be provided at : N/A

DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: December 2, 2017 13:40
To: Western ROC Superintendent \ Surintendant ROC Ouest; McNish, Joanne
Subject: FW: Tasking details for escort

Forwarded. I haven't received a response yet from Planning, thought one of you might have a response.

Regards.

Chris Wyman
Operations Officer, Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria, V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: CCGS-NGCC, GordonReid Captain [mailto:ReidCO@ccgs-ngcc.gc.ca]
Sent: December 2, 2017 11:11
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: Tasking details for escort

Good Morning

I'd just like to confirm parameters around the escort of Jake Shearer, Zidell Marine Barge 277 & Earle W Redd.
I have the routing (through Laredo, Principe & Hecate) and various other documents of the sail plan.

Please confirm any specific CCG expectations with respect to the escort.
Specifically the end location of the escort - I assume escort till we reach the Canada/US border as marked on Canadian charts. Please let me know if this is incorrect.
Please let me know if there are any other specific requirements that I am unaware of.

Also a tasking number for ifleet.
Thank you.

Nick

Nicola Mancey
Commanding Officer, CCGS Gordon Reid
[redacted] Ships Cell Ships Email: **ReidCO@ccgs-ngcc.gc.ca**
[redacted] Portable Cell
[redacted] Iridium

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: December 2, 2017 12:16
To: CCGS Tanu; CCGS-NGCC, GordonReid Wheelhouse (ReidWH@ccgs-ngcc.gc.ca)
Subject: FW: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

Forwarded FYI

Regards.

Chris Wyman
Operations Officer, Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria, V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: ROC1 / COR1 (DFO/MPO)
Sent: December 2, 2017 12:14
To: Middleton, Andrea; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

FINAL – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   Western / tug Jake Shearer
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 2 Dec 2017 / 1210PST
4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/
6. Regional Location:
   a. Province/Territory:
   British Columbia
   b. City: N/A
   c. Amplifying location details (as required):
   Queen Charlotte Sound – Goose Island
7. Current Situation:
   At 1541 PST, 26 Nov. 2017, composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. at 1830 PST, crew from the barge was able to deploy an anchor from the

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barge. The barge is currently anchored and holding position .5 nm west of Gosling Rocks. CCGS Gordon Reid arrived on scene at 1940 PST. Will standby for safety of 2 crew members on barge. CCGS Cape St. James arrived on scene . Tug Norma H now proceeding to scene. ETA 0400 PST. Tug Gulf Cajun intends to drop barge in Bella Bella and also proceed to scene. No ETA at this time. CCGS Cape St. James standing down. Tug Gulf Cajun passed tow of dangerous goods to Norma H and has now taken over as the primary response tug. Gulf Cajun currently on scene with the barge, attaching tow line. CCGS Gordon Reid and Jake Shearer standing by. Update to follow. Gulf Cajun seeking direction on destination for barge. Tug Gulf Cajun now abeam Ivory Island, Seaforth Channel, with barge in tow. CCGS Gordon Reid and tug Jake Shearer accompanying to Norman Morrison Bay. All vessels now in sheltered waters. SAR operations concluded. Jack Shearer, and Gulf Cajun are anchored in Norman Morison Bay with the barge. Precautionary boom around Jack Shearer. Gordon Reid running weather courses overnight in Raymond Passage. Currently no change in the position of the barge. Two Transport Canada safety inspectors are now onboard conducting an inspection. Standby for daily update tomorrow morning. Current actions: continue to inspect the tug and barge, monitor stability and cooperate with all stakeholders involved with this incident. The situation is stable and resources are starting to leave in anticipation that environmental risk is minimal and the tug and barge will likely be transiting south soon. Divers are in the water right now continuing their inspection. Heiltsuk Nation observer onboard the Gordon Reid will be departing at 1730 PST today. ICP in port hardy still active. CCG ER will start to demobilize, however will fully continue to support the operation in full. Current actions: The intension is to have the repairs complete this evening and have the tow plan completed for tomorrow morning. Divers are waiting for the epoxy to cure and then will be doing a follow up dive for inspection of the repairs. Transport Canada and ABS anticipate that approval should be passed tonight for estimated departure at 1200 Dec 2. December 2 at 1210 PST, the barge Ziddle Marine 277 departed the Anchorage in Norman Morison under tow by the Tug Earl Redd and with the tug Jake Shearer as the Stern assist vessel (in the barge notch). Vessels have been cleared by TC to proceed. USCG has cleared the vessels to enter US water (Alaska). CCGS to accompany /escort the vessels through Canadian Waters.

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ER VICTORIA: - 1515l environmental response accepts transfer of command from JRCC.
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Bartlett eta port hardy 0700l November 28

JRCC Victoria: Gordon Reid tasked. ON SCENE.
Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.
No eta at this time. Barge dropped and enroute. ETA 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.
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District 17 (USCG) to look into air launched tow assist kits. Will advise. Available if required but would take at least 7 hours to arrive.

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Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

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11. Environmental Factors:

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Pollution potential if barge goes aground.
Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

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16. Command Assessment:

17. Next SITREP will be provided at : N/A

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Main Ops Officer / Agent principal des Ops (DFO/MPO)

From: Main Ops Officer / Agent principal des Ops (DFO/MPO)
Sent: December 2, 2017 12:07
To: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO)
Subject: FW: Tasking details for escort

Forwarded FYI

Regards.

Chris Wyman
Operations Officer, Canadian Coast Guard
Regional Operations Centre, Western Region
25 Huron Street, Victoria, V8V 4V9

Telephone: 250-413-2800
Fax: 250-413-2810
roc3@dfo-mpo.gc.ca

From: CCGS-NGCC, GordonReid Captain [mailto:ReidCO@ccgs-ngcc.gc.ca]
Sent: December 2, 2017 11:11
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Main Ops Officer / Agent principal des Ops (DFO/MPO)
Subject: Tasking details for escort

Good Morning

I'd just like to confirm parameters around the escort of Jake Shearer, Zidell Marine Barge 277 & Earle W Redd.
I have the routing (through Laredo, Principe & Hecate) and various other documents of the sail plan.

Please confirm any specific CCG expectations with respect to the escort.
Specifically the end location of the escort - I assume escort till we reach the Canada/US border as marked on Canadian charts. Please let me know if this is incorrect.
Please let me know if there are any other specific requirements that I am unaware of.

Also a tasking number for ifleet.
Thank you.

Nick

Nicola Mancey
Commanding Officer, CCGS Gordon Reid
[redacted] Ships Cell Ships Email: **ReidCO@ccgs-ngcc.gc.ca**
[redacted] Portable Cell
[redacted] Iridium

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From: Supervisor.Rupert
To: Stroud, Chad
Subject: FW: Jake Shearer
Date: 2018-March-12 10:20:21 AM

From: Supervisor.Rupert
Sent: Sunday, December 03, 2017 10:03 AM
To: 'Niroshan, Don'
Subject: Jake Shearer

Good morning Don,

The Earl W Redd, Jake Shearer and her barge just crossed into American waters north of Zayas island.

Chad Stroud
Watch Supervisor
Prince Rupert MCTS (VAJ)
Prince Rupert BC
250.627.3070
250.624.9075 f
Supervisor.Rupert@innav.gc.ca

s.19(1)

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Dait, Haydee

From:
Sent: 2017-December-03 10:58 AM
To: CDR; CDR; LT; LT; Pikul, David J (DEC); Garrett, Krista K (DEC); bob.mattson@alaska.gov
Cc: Western ROC Superintendent \ Surintendant ROC Ouest (DFO/MPO); ROC Planning Officer / agent de planification COR (DFO/MPO); Lettau, Rhona; Wootton, Brian; McNish, Joanne; Hunt, Cliff; Evans, Clay; Poss, Angie ENV:EX; Brady, Jeff; Kelly Brown; Moss, Derek; CDR; CIV; LCDR; ROC1 / COR1 (DFO/MPO); Myers, Yvette; Sachdeva, Tejinder; Gomes, Cipriano; Whitelaw, Tywana; Ionescu, Ion; Niroshan, Don; Murdock, Philip
Subject: RE: [Non-DoD Source] RE: Harley Marine - Proposed voyage plan. EARL W REDD/ZIDELL 277 and JAKE SHEARER

Hello All,

I just wanted to update everyone on the status of our voyage.

This am the vessels departed Canadian waters and entered US (Alaska) waters.

We are in contact with USCG Sector Juneau and the ADEC in regards to the balance of the voyage.

The vessels were able to make better speed than originally anticipated and they were fortunate to have very favorable weather.

ETA to Ketchikan, AK is 1600 hrs this afternoon.

This will be the final update to this distribution list.

Thank you,

Harley Marine Services
P: | C:
910 SW Spokane St Seattle, WA 98134

No information has been removed or severed from this page

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Recipient of:

2016 Coast Guard Rear Admiral William M. Benkert Environmental Protection Gold Award

2016 North American Environment Protection Association (NAMEPA) Marine Environment Protection Award

s.14(b)
s.19(1)
s.21(1)(a)
s.21(1)(b)
Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Dait, Haydee

From: Wootton, Brian
Sent: 2017–December-03 3:33 PM
To: McNish, Joanne
Subject: [redacted] Tug Jake Shearer Incident

[redacted]

Sure we will discuss this week.

B

Sent from my BlackBerry 10 smartphone on the Bell network.

From: McNish, Joanne
Sent: Sunday, December 3, 2017 12:50 PM
To: Wootton, Brian
Subject: [redacted] Tug Jake Shearer Incident

Brian,
[redacted]

[redacted]

Joanne

From: Wootton, Brian
Sent: Sunday, December 3, 2017 12:18 PM
To: Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Brickett, JJ <Jonathan.Brickett@dfo-mpo.gc.ca>; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>
Cc: Lick, Gregory <Gregory.Lick@dfo-mpo.gc.ca>; Miller, Anne <Anne.Miller@dfo-mpo.gc.ca>; Meunier, Marc-André <Marc-Andre.Meunier@dfo-mpo.gc.ca>; Kieran, Yvette-Marie <Yvette-Marie.Kieran@dfo-mpo.gc.ca>; Girouard, Roger

s.14(b) s.21(1)(a)

s.19(1) s.21(1)(b)

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<Roger.Girouard@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Heap, David <David.Heap@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Bain, Brian <Brian.Bain@dfo-mpo.gc.ca>

Subject: [redacted] Tug Jake Shearer Incident

Derek & JJ

[redacted]

Perhaps there's opportunity to start this discussion this week at OEB amongst IM group?

Brian

Brian Wootton

No information has been removed or severed from this page
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Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada
Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–December-04 5:04 AM
To: [redacted]
Cc: Murdock, Philip; Brady, Jeff
Subject: Re: Jake Shearer

Good morning [redacted]

Very pleased and relieved by the outcome all round. Agree I'd prefer to be meeting about just about anything other than real time SAR or Environmental responses.

Here's to hoping for a quiet new year on those fronts across the whole coast.

Walas Giaxsixa,

Brian

Sent from my BlackBerry 10 smartphone on the Bell network.
Original Message
From: [redacted]
Sent: Saturday, December 2, 2017 9:45 PM
To: Wootton, Brian
Cc: Murdock, Philip; Brady, Jeff
Subject: Jake Shearer

Good evening gentleman,

Just a quick note to say thank you for your time, effort and help this past week with the Jake Shearer incident. Once again the CCG was very respectful and helpful in this process.

[redacted]

Thankfully we had a good outcome this time around, as I said to Jeff, hopefully we don't meet in this capacity any more.

Thanks again guys,

[redacted]

Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Aviation / ROC (DFO/MPO)

From: Aviation / ROC (DFO/MPO)
Sent: December-05-17 10:13 AM
To: Wong, Helen
Subject: RE: Goose Island helo service

Hi Helen,

I just wanted follow up on your request for helo expenses related to Jake Shearer incident. The pilot has only returned to Victoria today and has still to submit the paperwork for his expenses. He expects to be able to provide this by tomorrow so I will have some concrete numbers for you by the end of the week.

Arran Knaak
Work : 250-413-2805
Mobile [redacted]

CANADA 150

From: Wong, Helen
Sent: November-30-17 3:12 PM
To: Aviation / ROC (DFO/MPO)
Subject: RE: Goose Island helo service

Hi Arran,

Thank you for the very useful info. Much appreciated.

We have been demob from Hardy so if you could get the info from Dave next week that would be awesome. I will contact TC for his travel expenses.

Thank you again,
Helen

From: Aviation / ROC (DFO/MPO)
Sent: November-30-17 2:40 PM
To: Wong, Helen
Subject: RE: Goose Island helo service

Hi Helen,

The Bell 429's (CG 443) is charged out by the hour (of actual flight time). Fuel expenses are charged by the litre on top of the hourly rate and varies depending on where fuel is taken on. Additionally, pilot expenses (overtime, meals, accommodations, landing fees) are extra and are calculated at the end of each quarter from information provided by Transport Canada.

The hourly rate for a Bell 429 is $1748.00.

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It burns approximately 297 litres/hour. Fuel rates average $1.20/litre but this will depend greatly on where the helo fuels (rates per litre will be higher in Port Hardy/Bella Bella).

Pilot expenses are difficult to predict depending on price of hotels, overtime hours worked etc...

I can contact the pilot tomorrow to ask for an approximate number of hours flown relating to the Jake Shearer incident and provide a ball park estimate of expenses.

Arran Knaak
Operations Officer Western Region Canadian Coast Guard
Fisheries and Oceans Canada / Government of Canada
ROC5@dfo-mpo.gc.ca /Tel: 250-413-2805 Cell:

Officière des opérations Régionales de l'ouest Garde Côtière Canadienne
Pêches et Océans Canada/Gouvernement du Canada
ROC5@dfo-mpo.gc.ca / Tél: 250-413-2805 Cel:



From: Wong, Helen
Sent: November-30-17 2:26 PM
To: Aviation / ROC (DFO/MPO)
Subject: Goose Island helo service

I would like to get the daily charge out rate for the CCG 433.

Thank you!

Helen Wong
Environmental Response
4260 Inglis Drive
Richmond BC
V7B 1L7

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My notes on Jake Shearer

2018–March-13
3:48 PM

Subject	**My notes on Jake Shearer**
From	Chiang, Eric
To	Herborg, Matthias
Sent	2017–December-06 12:59 PM

- Notification process is still not clean
- "conference update calls" from ROC not reaching to all participants. It's been inconsistent in the past on whether or not DFO gets looped into these calls
- "conference update calls" do not appear to be
- DFO "loop-ins" seems ad hoc -
- EU Linkage from ICP & work format has not been well communicated.
- Eric update emails had been helpful?
- Linkage to MM response (Paul Cottrell's shop and Vancouver Aquarium)
    - Permission for deployment - CCG and/or UC
        - Process to table this idea is not clear.
- Science linkage worked well
- Confusion between EU and Science Table & triggers for standing up Science Table

Eric Chiang

Senior Officer

Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-0017
Cel (

Government of Canada / Gouvernement du Canada

Canada

CANADA 150

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Chang, Raymond

From: Payne, Brigid
Sent: December-07-17 3:41 PM
To: Cheung, Alice
Cc: Trager, Diana
Subject: RE: Send Alison info for RDG-ADM Aquatic Ecosystem Engagement call

Hi Alice,

Thank you for your efforts to coordinate input.

I was on the call last week, and because of the breadth of sector representation on the file, this is really a 30,000 foot overview. I think the template you have proposed is good, but you may need to pare down content if you get a lot of detail in.

Also, there was a fair bit of focus on engagement with provinces, so we should include that as well (again, at high level – don't need to report out on every single exchange).

B

From: Chiang, Eric
Sent: 2017–December-07 12:11 PM
To: Fung, Alison
Cc: Payne, Brigid; Amaya, Libardo
Subject: RE: Send Alison info for RDG-ADM Aquatic Ecosystem Engagement call

Hi Alison,

For this (and most of last) week:

File: Regional Response Planning (RRP)
Dates: Nov 27 to Dec 2
With whom: Unified Command for response to Jake Shearer incident, with Heiltsuk Nation participating the overall response.
Key Issues:
No issues was explicitly discussed between HN and DFO. Both DFO and HN participated in same update conference calls in support of response to Jake Shearer incident.

For next week:

(*potential participation/TBD*)
Date: Dec 11 2017
With whom: Nisga'a.
Format: Conference call
Organizer: TC OPP lead
Key issue: Nisga'a proposed OPP/GoC workplan, with particular focus on RRP components.

Eric

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-----Original Appointment-----
From: Fung, Alison
Sent: 2017–November-22 5:19 PM
To: Fung, Alison; Creighton, Sheila; Chiang, Eric; Hillier, Joy; Amyot, Jacinthe; Mar, Amy
Subject: Send Alison info for RDG-ADM Aquatic Ecosystem Engagement call
When: Occurs every Thursday effective 2017-11-23 from 11:45 AM to 12:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where:

Hi everyone,

For the Aquatic Ecosystem Engagement weekly call between the RDG and ADM, please include the following information for each of the streams (IOM, RRP, MC including other measures):

- Name of File (e.g. Northern Shelf Bioregion Network)
- Engagement completed during reporting week (date, with who, what was discussed, **KEY** issues)
- Upcoming engagement (date, with who, intent)

Please send by 12 noon every Thursday. If you will be sending your piece later please let me know.

Thanks,
Alison

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RE: Jake Shearer Hotwash

2018-March-18
3:48 PM

Subject	**RE: Jake Shearer Hotwash**
From	Herborg, Matthias
To	Daradics, Anya; Cauffope, Genevieve; O'Grady, Liane; Chiang, Eric; Benoy, Nicholas; Rogers, Juanita; Cottrell, Paul; Savard, Greg; Sanderson, Leslie; Groves, Steven; Beisel, Mark
Cc	Stuyt, Shannon
Sent	2017-December-07 12:03 PM

Hi

As promised here are my notes from the debrief yesterday, please review and send me any omissions or additions by early next week. I will send some more info around this afternoon.

Thanks for all your input

Matthias

-----Original Appointment-----
From: Daradics, Anya
Sent: 2017-November-28 8:30 AM
To: Daradics, Anya; Cauffope, Genevieve; O'Grady, Liane; Herborg, Matthias; Chiang, Eric; Benoy, Nicholas; Rogers, Juanita; Cottrell, Paul; Savard, Greg; Sanderson, Leslie; Groves, Steven
Subject: Jake Shearer Hotwash
When: 2017-December-06 1:00 PM-3:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: DFO CONF Vancouver-401BurrardSt-13-Somass CONF MPO

Good Afternoon,

We are preparing to have a Hotwash discussion next Wednesday on the Jake Shearer incident. I have added an extrea hour to the calendar, as it may take longer based on the feedback so far.

Things to be discussed:

Notifications – processes
Roles and Responsibilities – What you or your section thought was their responsibility / in reality, what was your responsibility
Info Sharing - Was it enough, not enough. Collaboration/Coordination on gathering information and pushing that information to the correct people that required it.
Please feel free to provide comments and feedback early, and I will wrap as much up as I can to pass out to everyone ahead of time to make the flow of the meeting go quicker.
If there are other issues you'd like to discuss, please let me know.

Thank you.

1-877-413-4788

Anya Daradics
Regional Response Planning
Oceans Program

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Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-2025
Cel [redacted]

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Dait, Haydee

From: Murdock, Philip
Sent: 2017–December-07 7:43 AM
To: Brady, Jeff
Subject: Fw: Sharing letter sent to Harley Marine Services
Attachments: Harley Marine Services Inc..pdf
Attachment is found elsewhere on the file

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Poss, Angie ENV:EX <Angie.Poss@gov.bc.ca>
Sent: Tuesday, November 28, 2017 4:50 PM
To: Murdock, Philip
Subject: Sharing letter sent to Harley Marine Services

Hi Philip,

In the interesting of sharing across response partners, I wanted to provide you with the attached. Ministry of Environment issued the attached letter to Harley today to assist them in understanding B.C.'s role as a regulator, particularly in light of the new regulations and legislation that have recently come into effect. Happy to discuss if you have any questions.

Regards,
Angie

BRITISH COLUMBIA
Ministry of Environment and Climate Change Strategy

Angie Poss
Response Manager

Environmental Emergency Program
Headquarters/Victoria
Cell: 778-679-8687| Angie.Poss@gov.bc.ca
www.gov.bc.ca/spillsinfo @SpillsInfoBC
Report a spill: 1-800-663-3456

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pages 1761 to / à 1762

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Wong, Helen

From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: December-07-17 12:33 PM
To: Wong, Helen
Cc: Bradbury, Daria
Subject: RE: Jake Shearer - Vessels ifleet report
Attachments: Bartlett-Reid-fuel.JPG; Bartlett-Reid-activity.JPG

Hi Helen,

The fuel data for the Bartlett is insufficient (no fuel data beyond Nov 28), and the Activity Data for the G. Reid is insufficient in iFleet (last activity record ended 2017-10-28 06:49).

Do you need this data ASAP? I suggest we wait until next week to run the report again. This will give Roxanne time to contact the regional reps and get the data inputted.

Cheers,
-Ben

From: Wong, Helen
Sent: December 6, 2017 14:19
To: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: RE: Jake Shearer - Vessels ifleet report

Hi Ben,

The Jake Shearer incident started on Nov 26 at 1700 and wrapped up in the morning of Nov 30.

Thank you for your help!
Helen

From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: December-06-17 4:46 AM
To: Wong, Helen
Subject: RE: Jake Shearer - Vessels ifleet report

Hi Helen,

I can pull the report for you.

What days do you need for the G Reid and Bartlett ?

Cheers,
-Ben

From: Wong, Helen
Sent: December 5, 2017 17:17

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To: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: Jake Shearer - Vessels ifleet report

Hi Roxanne,

We just wrapped up the Jake Shearer incident up in Goose Island. The Gordon Reid and the Bartlett were involved with the response. I am wondering if you could kindly provide me with the daily tasking and fuel for each of the vessel that would be great. Same report as you sent me for the Nathan E Stewart (attached).

Thank you,
Helen

From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-31-17 6:36 AM
To: Wong, Helen; NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: RE: Emailing: NE Stewart Vessels Timeline
Hi Helen.

When it is Elapsed days if the vessel performed 2 different Program/Client it is "1" for each if it would we Prorated days it would be (.50 for each or .25 and .75) but it would be equal to "1"

Definition of Elapsed days.... **Elapsed Operational Day** – A method of accounting for the total planned vessel requirement by each client.
Prorated Operational Day – A method of planning the vessel time for each client when that vessel is assigned to more than one client at the same time. The purpose of weighting in the context of planning is solely for proper cost attribution based on usage.

Thank you.
Roxanne

From: Wong, Helen
Sent: October-28-17 7:08 PM
To: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: RE: Emailing: NE Stewart Vessels Timeline

Hello Roxanne,

Just got time to look into the doc you sent me couple weeks ago and I have a question I hope you can assist me with.

John P. Tully	Marine Aids to Navigation	1.00	5,210
	Environmental Response	1.00	5,210

- if a vessel performed 2 different tasks on the same day and both activities were assigned "1". Does that mean the vessel carried out the 2 activities simultaneously?

Thank you for your time.

Helen Wong
Environmental Response

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4260 Inglis Drive
Richmond BC
V7B 1L7

-----Original Message-----
From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-17-17 10:55 AM
To: Wong, Helen
Subject: RE: Emailing: NE Stewart Vessels Timeline

You are welcomed anytime.

-----Original Message-----
From: Wong, Helen
Sent: October-17-17 1:19 PM
To: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Hi Roxanne,

Just wanted to say thank you for the info. This is exactly what I am looking for. Your help is much appreciated.

Helen Wong
Environmental Response
4260 Inglis Drive
Richmond BC
V7B 1L7

-----Original Message-----
From: Birchard, Terry
Sent: October-17-17 8:39 AM
To: Wong, Helen
Subject: FW: Emailing: NE Stewart Vessels Timeline

Helen
Is this what you are looking for?

Terry

-----Original Message-----
From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-17-17 6:25 AM
To: Birchard, Terry
Cc: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

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Hi Terry.....

I provided that October 2 for Helen Wong.....she's asking for the same thing....is that what she's looking for.

Please confirmed.

Thank you.
Roxanne

-----Original Message-----
From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-02-17 10:36 AM
To: Birchard, Terry
Cc: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Hi Terry,

I am not sure if this is what she's looking for the only thing that I could provide her is the actual for Oct 13, 2016 until November 23, 2017...

Here it is....

Thank you
Roxanne

-----Original Message-----
From: Birchard, Terry
Sent: September-28-17 3:47 PM
To: Lalonde, Roxanne
Cc: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Roxanne
Could you please assist us with this requirement, or if you have some reference material on the procedure for this, I can attempt to do it

Terry

-----Original Message-----
From: Cimmino, Cinzia
Sent: September-28-17 12:30 PM
To: Birchard, Terry
Subject: FW: Emailing: NE Stewart Vessels Timeline

-----Original Message-----
From: Wong, Helen
Sent: September-28-17 12:14 PM
To: Cimmino, Cinzia
Subject: Emailing: NE Stewart Vessels Timeline

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Hi Cinzia,

Attached fleet timeline in response to Nathan E Stewart. If you could get me the daily tasking and fuel for each day they were tasked to the incident that would be a tremendous help.

Thank you very much!

Helen Wong
Environmental Response
4260 Inglis Drive
Richmond BC
V7B 1L7

Your message is ready to be sent with the following file or link attachments:

NE Stewart Vessels Timeline

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

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Vessel Name	Date	Fuel Consumed (in litre)
Bartlett	27-Nov-17	2,690
	28-Nov-17	7,360
Bartlett		**10,050**
Gordon Reid	27-Nov-17	2,050
	28-Nov-17	1,670
	29-Nov-17	2,247
Gordon Reid		**5,967**
Summary		**16,017**

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Vessel Name: Bartlett, Gordon Reid AND Date: Between 27-Nov-17 and 30-Nov-17

Vessel Name	Date	Program Description	Posture Elapsed Days (Parent-centric)
Bartlett	27-Nov-17	Environmental Response	1.00
	28-Nov-17	Environmental Response	1.00
	29-Nov-17	Environmental Response	0.50
Bartlett			**2.50**
Summary			**2.50**

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Aviation / ROC (DFO/MPO)

From: Aviation / ROC (DFO/MPO)
Sent: December-08-17 12:23 PM
To: Marshall, Tracey:TC
Subject: RE: Flight hours for Jake Shearer Incident

Thanks Tracy!

I will forward this to Helen and ask her if she requires supporting documents.

Arran

From: Marshall, Tracey [mailto:Tracey.Marshall@tc.gc.ca]
Sent: December-08-17 11:27 AM
To: Aviation / ROC (DFO/MPO)
Subject: RE: Flight hours for Jake Shearer Incident

Hello Arran,

Please see attached cost recovery spreadsheet for Jake Shearer Incident. Let me know if supporting travel and OT documentation is required.

Thank you,

Tracey Marshall

Administrative Assistant, Aircraft Services Directorate
Transport Canada / Government of Canada
tracey.marshall@tc.gc.ca / Tel: 250-480-2781 / TTY: 1-888-675-6863

Adjointe Administrative, Services des aéronefs
Transports Canada / Gouvernement du Canada
tracey.marshall@tc.gc.ca / Tél.: 250-480-2781 / TTY: 1-888-675-6863

From: Aviation / ROC (DFO/MPO) [mailto:WesternAviation.Ops-Centre@dfo-mpo.gc.ca]
Sent: Tuesday, December 05, 2017 10:10 AM
To: Marshall, Tracey <Tracey.Marshall@tc.gc.ca>
Subject: RE: Flight hours for Jake Shearer Incident

That's fine. I haven't yet heard back from Helen. I will email her today and let her know I can provide final numbers by the end of the week.

Arran

From: Marshall, Tracey [mailto:Tracey.Marshall@tc.gc.ca]
Sent: December-05-17 10:00 AM
To: Aviation / ROC (DFO/MPO)
Subject: RE: Flight hours for Jake Shearer Incident

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Perfect, I included the formula, thank you!

Since Dave returned from ZT last Friday he has not had an opportunity to enter OT nor travel expenses so the soonest I can update the remainder of the spreadsheet will be tomorrow once Dave has an office day.

Thanks,
Tracey

From: Aviation / ROC (DFO/MPO) [mailto:WesternAviation.Ops-Centre@dfo-mpo.gc.ca]
Sent: Friday, December 01, 2017 1:19 PM
To: Marshall, Tracey <Tracey.Marshall@tc.gc.ca>
Subject: RE: Flight hours for Jake Shearer Incident

Thanks Tracy.

I was able to copy the missing formula into the spreadsheet and it seems to work.

If you want you can try pasting the following into those cells:

=[@[ACCost/Hr]]*[@HoursFlown]

Arran

From: Marshall, Tracey [mailto:Tracey.Marshall@tc.gc.ca]
Sent: December-01-17 1:13 PM
To: Aviation / ROC (DFO/MPO)
Cc: Ferguson, David:TC; Meszaros, Randy:TC
Subject: RE: Flight hours for Jake Shearer Incident

Hi Arran,

As I mentioned by phone, here is the partially completed cost recovery spreadsheet. Once I'm back on Tuesday I'll complete with Dave's OT, hotel and possible transportation charges and verify fuel costs for CQR443. Please note the formula for Airtime Cost needs your update as inadvertently deleted it! Thank you!

Hope you all have a good weekend!
Tracey

From: Marshall, Tracey
Sent: Friday, December 01, 2017 10:46 AM
To: XPAC Ops Centre Pacific Aviation <roc5@dfo-mpo.gc.ca>
Cc: Ferguson, David <david.ferguson@tc.gc.ca>; Meszaros, Randy <randy.meszaros@tc.gc.ca>
Subject: RE: Flight hours for Jake Shearer Incident

Hi Arran,

Thank you for the details so I can provide the most accurate information to you to forward onto Environmental Response.

I'll start working on it today and keep in touch by Tuesday morning. I'll use the normal spreadsheet format as for regular cost recovery.

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Tracey

From: Aviation / ROC (DFO/MPO) [mailto:WesternAviation.Ops-Centre@dfo-mpo.gc.ca]
Sent: Friday, December 01, 2017 9:36 AM
To: Marshall, Tracey <Tracey.Marshall@tc.gc.ca>
Subject: RE: Flight hours for Jake Shearer Incident

Thanks Tracy,

The bulk of the hours were flown by 443 CQR (Dave Ferguson) departing SP on November 27th. He stayed in Port Hardy to support the incident until November 30th. On the 30th he flew to Bella Bella in the morning and was stood down from incident on his return to Hardy. He remained overnight on the 30th to support MNS keeper moves so any expenses after about 1400 on the 30th would be for MNS.

CG 440 CPV (Randy Meszaros) flew YZT – Bella Bella – YZT on the afternoon of the November 28th (departing at 1300) and as a result, had to spend an additional night in Hardy due to the requirement of this tasking (he was originally meant to fly back to SP on the 28th).

To recap, Helen is looking for all expenses incurred for the following:

1. 443: November 27th through November 30th @ 1300
2. 440: November 28th @ 1300 – November 29th @ 0800

I'm not sure what format Helen would like to see this in. Specific cost-recovery coding was assigned to the incident so I expect they are going to try and recover expenses as soon as possible. Helen's original request was asking for the daily charge out rate of the helicopter. I explained to her that helo time is charged by hours flown, fuel rates, pilot expenses etc... and that it would take a couple days to gather this information.

If you'd like, I can put her in touch with you directly?

Arran

From: Marshall, Tracey [mailto:Tracey.Marshall@tc.gc.ca]
Sent: December-01-17 8:59 AM
To: Ferguson, David:TC; Aviation / ROC (DFO/MPO)
Cc: Meszaros, Randy:TC
Subject: RE: Flight hours for Jake Shearer Incident

Hi Arran,

Thank you for the heads up. I am in the office this morning for a staff meeting, then returning on Tuesday, December 5th. In order to provide you with the requested information, can you please confirm the specific dates and aircraft? I will also require a template from Environmental Response to properly identify the details and format they need. This will minimize duplicate work for us all.

Thank you,

Tracey Marshall

Administrative Assistant, Aircraft Services Directorate
Transport Canada / Government of Canada
tracey.marshall@tc.gc.ca / Tel: 250-480-2781 / TTY: 1-888-675-6863

Adjointe Administrative, Services des aéronefs

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Transports Canada / Gouvernement du Canada
tracey.marshall@tc.gc.ca / Tél.: 250-480-2781 / TTY: 1-888-675-6863

From: Ferguson, David
Sent: Friday, December 01, 2017 8:32 AM
To: Aviation / ROC (DFO/MPO) <WesternAviation.Ops-Centre@dfo-mpo.gc.ca>
Cc: Meszaros, Randy <randy.meszaros@tc.gc.ca>; Marshall, Tracey <Tracey.Marshall@tc.gc.ca>
Subject: Re: Flight hours for Jake Shearer Incident

443 was 4.2 + 1.7 + 1.7 + 1.6 = 9.2 hours
Fuel rate to come.

David Ferguson
Coast Guard Helicopter Pilot
Victoria, BC
Work Phone: 250-480-2783
Cellular:

On Dec 1, 2017, at 8:19 AM, Aviation / ROC (DFO/MPO) <WesternAviation.Ops-Centre@dfo-mpo.gc.ca> wrote:

> Hello all,
>
> I've had a request from Helen Wong of Environmental Response to begin calculating helo expenses related to Jake Shearer Incident (Goose Group, Bella Bella).
>
> If possible, can you provide me the total number of hours you flew in support of this incident and the fuel rate ($/L) by Monday, December 4th?
>
> She will also be looking to get a figure related to your expenses (OT, meals, accommodation etc). I can get this information from Tracy once you've provided it to her.
>
> Thank you,
>
> Arran Knaak
> Operations Officer Western Region Canadian Coast Guard
> Fisheries and Oceans Canada / Government of Canada
> ROC5@dfo-mpo.gc.ca /Tel: 250-413-2805 Cell:
>
> Officière des opérations Régionales de l'ouest Garde Côtière Canadienne
> Pêches et Océans Canada/Gouvernement du Canada
> ROC5@dfo-mpo.gc.ca / Tél: 250-413-2805 Cel:
> <image001.jpg>

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–December-10 4:03 PM
To: 'Poss, Angie ENV:EX'; Murdock, Philip
Cc: Pader.Brach@gov.bc.ca
Subject: RE: B.C.'s regulatory authorities for spill preparedness, response and recovery

Thank-you Angie,

Phil & I have meetings with USCG on the 11th, so will place-hold the 9th please/thank-you. Right now the afternoon looks to work best for both of us.

I do appreciate the chance to have a broader discussion about the Provincial regime with you and the team at MOE. I think the reconnaissance will be good for CCG regionally – we will certainly use the opportunity to back brief our own national team after the meeting.

For our part CCG expects to debrief the Jake Shearer incident in small measure. Particularly flowing from your letter to the Shipowner, and your IC's assertion of regulatory authorities above those of the Canadian Coast Guard in the case. We look forward to discussing the ongoing role of Provincial MOE within future CCG response operations in the Region.

Wishing you and yours the best of the holiday season and a safe and happy New Year Angie!

Brian

Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada
Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

From: Poss, Angie ENV:EX [mailto:Angie.Poss@gov.bc.ca]
Sent: Wednesday, December 6, 2017 4:15 PM
To: Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>
Subject: B.C.'s regulatory authorities for spill preparedness, response and recovery

Good afternoon Brian and Philip,

Following up on our phone call last week regarding the Province's new regulatory tools, I'd like to propose we get together in January for a broader discussion. It would be useful to push this meeting out a couple of weeks as we will likely be in a position at that time to provide information about the areas of regulation being pursued for Phase II.

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With that in mind, are you both available the morning of January 9 or 11 for a meeting at our Jutland offices? If these dates do not work for you, let me know alternates that fit your schedule.

In addition to myself and Pader, our executive director, Cameron Lewis, and the director of our regulatory project, Ben Vander Steen, will be attending.

Regards,
Angie

BRITISH COLUMBIA
Ministry of Environment and Climate Change Strategy

Angie Poss
Response Manager

Environmental Emergency Program
Headquarters/Victoria
Cell: 778-679-8687| Angie.Poss@gov.bc.ca
www.gov.bc.ca/spillsinfo @SpillsInfoBC
Report a spill: 1-800-663-3456

s.14(b) s.23
s.21(1)(a)
s.21(1)(b)

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Dait, Haydee

From: Wootton, Brian
Sent: 2017–December-11 2:52 PM
To: Kieran, Yvette-Marie; Moss, Derek; Lick, Gregory
Cc: Lick, Gregory; Miller, Anne; Meunier, Marc-André; Girouard, Roger; McNish, Joanne; Heap, David; Hunt, Cliff; Bain, Brian; Brickett, JJ; Murdock, Philip
Subject: [redacted] Tug Jake Shearer Incident

Greg & Derek,

[redacted]

With thanks,

Brian

Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada
Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

From: Kieran, Yvette-Marie
Sent: Monday, December 11, 2017 1:11 PM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Brickett, JJ <Jonathan.Brickett@dfo-mpo.gc.ca>; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>
Cc: Lick, Gregory <Gregory.Lick@dfo-mpo.gc.ca>; Miller, Anne <Anne.Miller@dfo-mpo.gc.ca>; Meunier, Marc-André <Marc-Andre.Meunier@dfo-mpo.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Heap, David <David.Heap@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Bain, Brian <Brian.Bain@dfo-mpo.gc.ca>
Subject: [redacted] Tug Jake Shearer Incident

[redacted]

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[redacted]

Yvette Marie Kieran
Conseillère juridique / Counsel
Services juridiques GCC-MPO /
Legal Services CCG-DFO
120 rue de la Reine
Gaspé, Québec
G4X 2R2
Tel. : 418-368-6818 ext. 268

De : Wootton, Brian
Envoyé : 3 décembre 2017 15:18
À : Murdock, Philip; Brickett, JJ; Moss, Derek
Cc : Lick, Gregory; Miller, Anne; Meunier, Marc-André; Kieran, Yvette-Marie; Girouard, Roger; McNish, Joanne; Heap, David; Hunt, Cliff; Bain, Brian
Objet : [redacted] Tug Jake Shearer Incident

Derek & JJ

[redacted]

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[redacted]

Perhaps there's opportunity to start this discussion this week at OEB amongst IM group?

Brian

Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada
Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

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Crooks, Robert

From: Crooks, Robert
Sent: 2017–December-13 12:24 PM
To: Yerex, Laura
Subject: RE: Jake Shearer incident
Attachments: RIR 17-023 Jake Shearer VAJ.

Hello Laura,

No, I don't have them here. I guess I assumed it would come on the disc. I have attached a copy of the e-mail request that I sent to Tania.

Thanks,
Bob

From: Yerex, Laura
Sent: 2017–December-13 8:42 AM
To: Crooks, Robert
Subject: Jake Shearer incident

Hi Bob,

On yesterday's telco you mentioned you were waiting for the audio & Logs for the November 26th incident. Chad thinks he was only asked for the audio. Do you already have the Logs? Or should I collect and send them south too?

Thanks,
Laura

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Crooks, Robert

From: Crooks, Robert
Sent: 2017–November-30 12:52 PM
To: Baillie, Tania
Cc: Statham, Art
Subject: RIR 17-023 Jake Shearer VAJ.

Hello Tania

On a proactive basis we are gathering all of the necessary audio and station log data for the JAKE SHEARER incident. Can you please generate the following data:

- **Start Time** – 2017/11/26 @ 1430 PST (one hour before incident started).
- **End Time** – 2017/11/27 @ 1945 PST (one hour after tug and barge arrived in Norman Morison Bay).
- **Total time (above)** – 2 days, 5 hours, 15 minutes.
- **Audio** – All communications related to the incident (radio, telephone, 1709, etc.).
- **Audio Log** – For all recorded communications.
- **MCLS Log Entries** – All consoles.

At this point no one is asking for an INNAV replay so don't worry about saving this data. I am doing a *MariWeb* data pull anyway so I will have it in the form of raw AIS data and also a GoogleEarth replay.

If you could load them into the *zz_Drop_Box* folder on the MCTS All Staff drive I will take them out. If they won't load you will have to put them on a disc and mail them.

Thank you,
Bob

From: Statham, Art
Sent: 2017–November-30 12:08 PM
To: Evans, Clay
Cc: Crooks, Robert
Subject: Re: Radio Logs

Yes that would.

Art Statham
Superintendent MCTS

From: Evans, Clay
Sent: Thursday, November 30, 2017 12:06 PM
To: Statham, Art
Subject: RE: Radio Logs

Hi Art,

Would that include 1709 comms with Rupert?

From: Statham, Art
Sent: November-30-17 12:06 PM

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To: Evans, Clay; Ivany, Gary; McNish, Joanne; Wootton, Brian; Murdock, Philip
Cc: Bain, Brian; Tasker, Paul; Henthorne, Colin; Crooks, Robert
Subject: Re: Radio Logs

I will have Bob Crooks compile all the audio logs for this incident and all the AIS data along with log entries.

Bob, for your action.

Art Statham
Superintendent MCTS

From: Evans, Clay
Sent: Thursday, November 30, 2017 11:58 AM
To: Ivany, Gary; McNish, Joanne; Wootton, Brian; Murdock, Philip
Cc: Bain, Brian; Statham, Art; Tasker, Paul; Henthorne, Colin
Subject: RE: Radio Logs

Yes,

Audio logs for JRCC would be Komutel (phone) and 1709 (InComm) SAR Circuit conversation recordings.

Given that the SAR portion of this incident lasted almost 24 hrs these files would be a significant size.

Also DND owned info – will start the ball rolling to see what we can amass internally (?).

Clay

From: Ivany, Gary
Sent: November-30-17 11:47 AM
To: McNish, Joanne; Evans, Clay; Wootton, Brian; Murdock, Philip
Cc: Bain, Brian; Statham, Art
Subject: RE: Radio Logs

Thanks

From: McNish, Joanne
Sent: Thursday, November 30, 2017 2:47 PM
To: Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Cc: Bain, Brian <Brian.Bain@dfo-mpo.gc.ca>; Statham, Art <Art.Statham@dfo-mpo.gc.ca>
Subject: RE: Radio Logs

Same process Gary. MCTS can just pull it together.

I have cc'd Art Statham and Brian Bain.

Joanne

From: Ivany, Gary
Sent: Thursday, November 30, 2017 11:45 AM
To: McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Wootton, Brian

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<Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: Radio Logs

Thanks Joanne, this was the JRCC tasking log.... What about all audio calls and recordings (MCTS)

Gary

From: McNish, Joanne
Sent: Thursday, November 30, 2017 2:44 PM
To: Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Subject: RE: Radio Logs

In house, you have already done it by this e-mail.

For release, we usually have them go through an ATIP process.

Clay can confirm if anything else required.

Joanne

From: Ivany, Gary
Sent: Thursday, November 30, 2017 11:42 AM
To: Evans, Clay <Clay.Evans@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Subject: Radio Logs

As part of the incident, will we be requesting copies of radio logs and recordings – from one hour before the incident until the conclusion?

I am not sure what questions will come in the future, checking to see what will be have on file proactively.

What is the normal protocol?

Thanks

Gary

From: Evans, Clay
Sent: Thursday, November 30, 2017 2:20 PM
To: Ivany, Gary <Gary.Ivany@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>
Cc: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; Tasker, Paul <Paul.Tasker@dfo-mpo.gc.ca>
Subject: RE: For tomorrow

Hello,

Here's the basic time-line from the JRCC Victoria SAR log with an emphasis on tug allocation.

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Initial tasking was for the tug *Norma H* (2000 HP) to transfer tow to tug *Ocean Clipper* and proceed to the scene.

Once availability of southbound tug *Gulf Cajun* (4600 HP) was identified both JRCC and Master of *Norma H* (as well as Harley Marine) felt that this would be the most capable platform to tow the disabled fuel barge given HP and sea conditions. There was some discussion about leaving the Gulf Cajun's barge at Shearwater/Bella Bella which never came to fruition but at no time was the *Gulf Cajun's* southbound progress delayed.

Norma H proceeded north to rendezvous with *Gulf Cajun* and take its tow and *Gulf Cajun* proceeded to the scene.

Please advise if you require any additional details?

Regards,

Clay

Following are timelines of taskings according to the log for case V2017-3090 (times in PST)

27/1543 – JRCC notified of fuel barge Zidell 277 breaking free from Tug Jake Shearer. CCGS Gordon Reid tasked to proceed to location of barge.

27/1549 – Tug North Arm Prowler tasked to assist.

27/1550 – Inquired with Tug Norma H, towing a barge, if possible to drop barge and proceed to assist.

27/1606 – Environmental Response briefed on situation. Advised Tugs Norma H and North Arm Prowler have been tasked to assist.

27/1622 – Tug Ocean Clipper advised JRCC that he could take tow from Norma H. Norma H eta to Zidell 277 now approx. 6 hrs.

27/1706 – Comms with District 17 (USCG) regarding droppable Towing Kit. Delivery time at least 7 hours.

27/1825 – Tug Gulf Cajun advised JRCC that trying to unload dangerous cargo barge and assist.

27/1945 – CCGS Gordon Reid on scene.

27/1948 – Tug Gulf Cajun 35 nm from incident. In comms with Jake Shearer.

27/2135 – Tug Earl Redd tasked from Seattle to assist with recovery.

27/2347 – Tug Gulf Cajun advised will transfer his dangerous goods barge to Norma H, as he is better suited to tow the Zidell 277.

28/0352 – Tug Norma H takes barge from Tug Gulf Cajun.

28/0747 – Tug Gulf Cajun on scene.

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28/0855 – Tug Gulf Cajun advised Zidell 277 now in tow.

From: Ivany, Gary
Sent: November-30-17 6:58 AM
To: McNish, Joanne; Wootton, Brian; Murdock, Philip; Evans, Clay
Subject: Re: For tomorrow

Thanks, he asked this morning so I just wanted to close the loop.

Will stby for response.

Much appreciated

Gary

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: McNish, Joanne
Sent: Thursday, November 30, 2017 9:46 AM
To: Wootton, Brian; Ivany, Gary; Murdock, Philip; Evans, Clay
Subject: Re: For tomorrow

This is in hand. Initiated through Roger from Commissioner last night. Clay's on it.

Joanne

Sent by BB

From: Wootton, Brian
Sent: Thursday, November 30, 2017 6:41 AM
To: Ivany, Gary; Murdock, Philip; Evans, Clay
Cc: McNish, Joanne
Subject: Re: For tomorrow

Good morning Gary...I'm in Tofino /Ahousaht today on FN engagement...spotty internet...asking Phil to work with Clay on this today.

For your SA Gulf Cajun had hazardous cargo on her tow, she was by no means an automatic relief tug during the SAR case...JRCC worked with two different ship owners to
Try and free one or both possible rescue tugs up so that they could proceed to Jake Shearer...

Ultimately smaller of two rescue tugs had to run a great distance into Rivers Inlet to safely hand over its tow. That tug then became relief for Gulf Cajun. Both rescue tugs more than 50 miles apart...

CCG not legally in position at any point to direct either tug to let go tows unsafely....

Timeline to follow...

BW
Sent from my BlackBerry 10 smartphone on the Bell network.

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From: Ivany, Gary
Sent: Thursday, November 30, 2017 6:25 AM
To: Wootton, Brian
Cc: McNish, Joanne
Subject: FW: For tomorrow

Brian,

Can we get timelines/logs for the Gulf Cajun for the CO.

Not sure if Roger already asked – if so, don't want to double ask but need to get back to CO.

Thanks

Gary

From: Hutchinson, Jeffery
Sent: Wednesday, November 29, 2017 9:11 PM
To: Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>
Cc: Hill, Johanna <Johanna.Hill@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>
Subject: For tomorrow

Roger, do we have an event Timeline that we could share with HN? They suggested that Gulf Cajun had a chance to help much earlier - stood down and then re-engaged hours later. Do you have more info?

Sent from my BlackBerry 10 smartphone on the Rogers network.

s.16(2)

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Fw: Declined: Jake Shearer Hotwash

2018-March-18
3:48 PM

Subject	**Fw: Declined: Jake Shearer Hotwash**
From	Daradics, Anya
To	Chiang, Eric
Cc	Herborg, Matthias
Sent	2017-December-14 1:03 PM

Maybe we should think about moving to Wednesday or Thursday if possible to ensure MOE is there. Legit reason for not being available. Thoughts?

Anya Daradics
Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-2025
Cel [redacted]

Original Message
From: Bull, Dale M ENV:EX <Dale.Bull@gov.bc.ca>
Sent: Thursday, December 14, 2017 12:59 PM
To: Daradics, Anya
Subject: Re: Declined: Jake Shearer Hotwash

Sorry for the vague reply earlier. Sometime after Tuesday of this week is likely to work better. We need to complete our internal hot wash before we can attend any others.

[cid:image001.jpg@01D31128.30C8B3E0]

Dale Bull
Senior Emergency Response Officer

Environmental Emergencies Program
Northern Region / Prince George
w: (250 565-6456<tel:250%20565-6456> | c: (250) 612-1189<tel:(250)%20612-1189>
Dale.Bull@gov.bc.ca<mailto:Dale.Bull@gov.bc.ca>
www.gov.bc.ca/spillsinfo<http://www.gov.bc.ca/spillsinfo>
[https://s3.amazonaws.com/images.wisestamp.com/social_icons/square/twitter.png]
<http://twitter.com/SpillsInfoBC> @SpillsInfoBC<https://twitter.com/SpillsInfoBC>
Report a spill: 1-800-663-3456<tel:1-800-663-3456>

On Dec 14, 2017, at 12:24 PM, Daradics, Anya <Anya.Daradics@dfo-mpo.gc.ca<mailto:Anya.Daradics@dfo-mpo.gc.ca>> wrote:

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Hey Dale,

Is there another time that would work for MOE? Or another person we could invite?

Organizer: Daradics, Anya
When: 3:00 PM - 4:00 PM December 18, 2017
Subject: Declined: Jake Shearer Hotwash
Location: DFO CONF Vancouver-401BurrardSt-13-Bulkley CONF MPO

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Davis, Neil

From: Savard, Greg
Sent: December-20-17 4:02 PM
To: Davis, Neil
Subject: FW: Jake Shearer Hotwash
Attachments: 2017_12_06_Jake_Shearer_debrief_LMH.docx

Info

From: Herborg, Matthias
Sent: December-07-17 12:05 PM
To: Daradics, Anya <Anya.Daradics@dfo-mpo.gc.ca>; Cauffope, Genevieve <Genevieve.Cauffope@dfo-mpo.gc.ca>; O'Grady, Liane <Liane.OGrady@dfo-mpo.gc.ca>; Chiang, Eric <Eric.Chiang@dfo-mpo.gc.ca>; Benoy, Nicholas <Nicholas.Benoy@dfo-mpo.gc.ca>; Rogers, Juanita <Juanita.Rogers@dfo-mpo.gc.ca>; Cottrell, Paul <Paul.Cottrell@dfo-mpo.gc.ca>; Savard, Greg <Greg.Savard@dfo-mpo.gc.ca>; Sanderson, Leslie <Leslie.Sanderson@DFO-MPO.GC.CA>; Groves, Steven <Steven.Groves@dfo-mpo.gc.ca>; Beisel, Mark <Mark.Beisel@dfo-mpo.gc.ca>
Cc: Stuyt, Shannon <Shannon.Stuyt@dfo-mpo.gc.ca>
Subject: RE: Jake Shearer Hotwash

And here is the attachment ☺, sorry

From: Herborg, Matthias
Sent: 2017–December-07 12:03 PM
To: Daradics, Anya; Cauffope, Genevieve; O'Grady, Liane; Chiang, Eric; Benoy, Nicholas; Rogers, Juanita; Cottrell, Paul; Savard, Greg; Sanderson, Leslie; Groves, Steven; Beisel, Mark
Cc: Stuyt, Shannon
Subject: RE: Jake Shearer Hotwash

Hi

As promised here are my notes from the debrief yesterday, please review and send me any omissions or additions by early next week. I will send some more info around this afternoon.

Thanks for all your input

Matthias

-----Original Appointment-----
From: Daradics, Anya
Sent: 2017–November-28 8:30 AM
To: Daradics, Anya; Cauffope, Genevieve; O'Grady, Liane; Herborg, Matthias; Chiang, Eric; Benoy, Nicholas; Rogers, Juanita; Cottrell, Paul; Savard, Greg; Sanderson, Leslie; Groves, Steven
Subject: Jake Shearer Hotwash
When: 2017–December-06 1:00 PM-3:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: DFO CONF Vancouver-401BurrardSt-13-Somass CONF MPO

Good Afternoon,

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We are preparing to have a Hotwash discussion next Wednesday on the Jake Shearer incident. I have added an extrea hour to the calendar, as it may take longer based on the feedback so far.

Things to be discussed:

- Notifications – processes
- Roles and Responsibilities – What you or your section thought was their responsibility / in reality, what was your responsibility
- Info Sharing - Was it enough, not enough. Collaboration/Coordination on gathering information and pushing that information to the correct people that required it.

Please feel free to provide comments and feedback early, and I will wrap as much up as I can to pass out to everyone ahead of time to make the flow of the meeting go quicker.
If there are other issues you'd like to discuss, please let me know.

Thank you.

1-877-413-4788

Anya Daradics
Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-2025
Cel

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Canada Fisheries and Oceans Canada Pêches et océans canada

Date :December 6, 2017

EKME :

Author : DFO Science, Oceans, C&P

Contributors : Cauffope, Genevieve; O'Grady, Liane; Herborg, Matthias; Chiang, Eric; Benoy, Nicholas; Sanderson, Leslie; Groves, Steven, Beisel, Mark

Associated Meeting: N/A

Fisheries and Oceans Canada Jake Shearer / Goose Island Incident Debrief

On Sunday the 26th of November the articulated tug barge Jake Shearer separated in high waves off Goose Island on the central coast of BC. During the separation the pin connection between the tug and the barge were torn apart preventing the Jake Shearer tug taking control of the barge. Crew on the barge dropped its anchors to prevent further drift. The barge held her position 600m from the Gooseling rocks in heavy seas for over 12hrs. Initially the barge was reported to have 3.5Million litres of diesel and 500'000 litres of on board, which was corrected to 13.5 million liters of fuel om Nov 28th. Coastguard took control, led the SAR effort and worked with the responsible party to have the barge moved to a place of refugee (Norman Morison Bay off Seaforth Channel) by a tug on November the 27th. After TC and US Coastguard inspected the barge and tug repairwork was conducted to the tug and barge at the place of refuge, and then they proceeded to Alaskan waters by 1st of December.

1.0 Notification Processes

1.1. Strengths

1. Contact list for DFO Science allowed for a quick turnaround of information requests
2. Detailed responses from Science SME came back in the requested timeframe
3. Access to Coast Guards Common Operating Picture online provided real time information on vessel position, far more accurate than the marine AIS websites.
4.

1.2. Actions taken

5. Initial notification (Coast Guard Pollution report)at 6.37 pm on Sunday 26-Nov into PAC Incident Email Inbox. forwarded at 7.30 by Matthias to Science executive and Oceans staff (Eric, Anya)
6. Science: Matthias send requests to the Subject Matter Experts, including their Division and Section heads. C&P: Mark saw it through locals and updates came in relatively regular prior to any official emails. Updates came via emails from the Radio Room from ECCC's NEEC, but the Radio Room did not use the most up to date staff list. C&P at RHQ was not in the loop, Genevieve, or her director was not notified until Eric forwarded an email.

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7. Oceans: Eric participated on some of the incident calls that happened at 0800 and 1600 every day for operational update, confusion on who is on these calls. Eric was not invited to all off them.
8. Lack of mailforwarding capacity within the PAC incident einbox is still significantly impacting our ability to receive information in a timely fashion
9. The RDG received CCG updates by 27th of November

1.3. Lessons Learned

10. After the initial communication of the pollution report and the call by CCG for DFO Science and Oceans to mobilise, no direct notifications were send. Notifications were purely based on individuals emails rather than the shared inbox.
11. Limited communication around what calls are held for what group, for example EU or Unified Command or just Operations. Ultimately these calls seem to be for the people involved in the operations.
12. Two offices from TC not looped in.
13. An Incident Command Post was stood up in Port Hardy, only EMBC and CCG stood up there with HN and the polluter. DFO Oceans and Science staff were ready to deploy, but were told by CCG to stand down around 2pm on Monday.
14. NEEC updates did not come to DFO Science
15. No 'all clear' message at the end.

Recommendations and Action Items:

1.1 Use Environmental Incident Initiative Working Group as an interim way to reach out within DFO
1.2 Compile an interim notification list across sectors together for high risk incidents
1.3 Contact lists for SME's across DFO PAC need to be build to allow experts from across the different sectors to be contacted at the same time
1.4 Request for information process needs to be established and / or refined for all sectors of DFO

2.0 Lessons Learned: Roles and Responsibilities

2.1. Actions taken

16. **C&P** Presence and assists and local knowledge along the whole coast to get to the location, parallel to ICS will collect legal samples, during incident was on standby to deploy
17. Coastguard or ECCC would request C&P to take samples, or maybe ECCC will take their own samples sometimes.
18. **Science** provided the relevant science information, based on available GIS data, checked by Subject Matter Experts. All feedback from the SME's was received within the timeframe requested Monday EOB. Science was then providing that information to the Environmental Unit.

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19. **Oceans** compiled maps of fishing activities and open fisheries, by contacting relevant Fisheries Managers. Eric participated in update calls and also ready

Recommendations and Action Items:
1.2 Clear process how to keep the different sectors of DFO informed of their status, magnitude / risk of the incident, actions taken

3.0 Lessons Learned: Information/ Data Sharing

3.1. Strengths

20. Spatial data was available for critical Resources at Risk to aide with the spatial prioritization
21. Current model maps were provided by NEEC early in the incident, and reviewed by DFO science
22. GIS support and capacity has increased within DFO Science
23. DFO provided Resource at Risk maps in the requested timeframe to the EU

3.2. Lessons Learned

24. With the increased effort to reach out to DFO SME's in the different sectors coordination of who is reaching out to whom would have avoided duplication
25. C&P needs overview on magnitude and potential risk to understand the risk, to determine what C&P resources needs to be mobilised
26. Fisheries effort maps could not be shared with the EU due to data confidentiality issues.
27. Use the Incident Shared drive for collecting information so C&P and others can access the most up to date information. C&P RHQ should have access to the incident folder

Recommendations and Action Items:
1.3 Develop a joint contact list across sectors for SME's and a process that avoid duplications

4.0 Lessons Learned: EU General

4.1. Lessons Learned

28. Participating in the EU was challenging as DFO was told to stand down from deploying to the EU in Port Hardy, however EMBC sent a staff member there, who took the EU lead
29. It is not clear how it was decided for EMBC to lead the EU
30. There was no clear process how the EU decided what the resources at risk were prioritised
31. Communication as tow how the information provided by DFO was used was not provided

Recommendations and Action Items:
1.4 Share the resources at risk form with the group
1.5 Clarify how the Eu lead is determined and what implication the EU leadership has

s.21(1)(a)
s.21(1)(b)
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Davis, Neil

From: Savard, Greg
Sent: December-20-17 4:05 PM
To: Davis, Neil
Subject: FW: Jake Shearer Hotwash
Attachments: 2017_12_07_Prelimenary_Notification_triage_LMH.xlsx

Info

From: Herborg, Matthias
Sent: December-07-17 2:26 PM
To: Daradics, Anya <Anya.Daradics@dfo-mpo.gc.ca>; Cauffope, Genevieve <Genevieve.Cauffope@dfo-mpo.gc.ca>; O'Grady, Liane <Liane.OGrady@dfo-mpo.gc.ca>; Chiang, Eric <Eric.Chiang@dfo-mpo.gc.ca>; Benoy, Nicholas <Nicholas.Benoy@dfo-mpo.gc.ca>; Rogers, Juanita <Juanita.Rogers@dfo-mpo.gc.ca>; Cottrell, Paul <Paul.Cottrell@dfo-mpo.gc.ca>; Savard, Greg <Greg.Savard@dfo-mpo.gc.ca>; Sanderson, Leslie <Leslie.Sanderson@DFO-MPO.GC.CA>; Groves, Steven <Steven.Groves@dfo-mpo.gc.ca>; Beisel, Mark <Mark.Beisel@dfo-mpo.gc.ca>
Cc: Stuyt, Shannon <Shannon.Stuyt@dfo-mpo.gc.ca>
Subject: RE: Jake Shearer Hotwash

Hi

And here as promised, I have pulled the Canadian Coast Guard Emergency Duty Officer criteria's out of their manual and modified it to make it include more of the relevant environmental criteria's.

On the second sheet I have included the DFO Science staff that should be contacted in a medium or high risk scenario for notification. This list does not include the SME's which is a far longer list. Please populate them for your organisation, and if you want to include area specific contacts, use the Area/ Region Column.

Looking forward to your feedback

Matthias

From: Herborg, Matthias
Sent: 2017–December-07 12:05 PM
To: Daradics, Anya; Cauffope, Genevieve; O'Grady, Liane; Chiang, Eric; Benoy, Nicholas; Rogers, Juanita; Cottrell, Paul; Savard, Greg; Sanderson, Leslie; Groves, Steven; Beisel, Mark
Cc: Stuyt, Shannon
Subject: RE: Jake Shearer Hotwash

And here is the attachment ☺, sorry

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<< File: 2017_12_06_Jake_Shearer_debrief_LMH.docx >>

From: Herborg, Matthias
Sent: 2017–December-07 12:03 PM
To: Daradics, Anya; Cauffope, Genevieve; O'Grady, Liane; Chiang, Eric; Benoy, Nicholas; Rogers, Juanita; Cottrell, Paul; Savard, Greg; Sanderson, Leslie; Groves, Steven; Beisel, Mark
Cc: Stuyt, Shannon
Subject: RE: Jake Shearer Hotwash

Hi

As promised here are my notes from the debrief yesterday, please review and send me any omissions or additions by early next week. I will send some more info around this afternoon.

Thanks for all your input

Matthias

-----Original Appointment-----
From: Daradics, Anya
Sent: 2017–November-28 8:30 AM
To: Daradics, Anya; Cauffope, Genevieve; O'Grady, Liane; Herborg, Matthias; Chiang, Eric; Benoy, Nicholas; Rogers, Juanita; Cottrell, Paul; Savard, Greg; Sanderson, Leslie; Groves, Steven
Subject: Jake Shearer Hotwash
When: 2017–December-06 1:00 PM-3:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: DFO CONF Vancouver-401BurrardSt-13-Somass CONF MPO

Good Afternoon,

We are preparing to have a Hotwash discussion next Wednesday on the Jake Shearer incident. I have added an extrea hour to the calendar, as it may take longer based on the feedback so far.

Things to be discussed:

- Notifications – processes
- Roles and Responsibilities – What you or your section thought was their responsibility / in reality, what was your responsibility
- Info Sharing - Was it enough, not enough. Collaboration/Coordination on gathering information and pushing that information to the correct people that required it.

Please feel free to provide comments and feedback early, and I will wrap as much up as I can to pass out to everyone ahead of time to make the flow of the meeting go quicker.
If there are other issues you'd like to discuss, please let me know.

Thank you.

1-877-413-4788

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Anya Daradics
Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-2025
Cel [redacted]

Pages 1695 to / à 1696
are withheld pursuant to sections
sont retenues en vertu des articles

21(1)(b), 21(1)(a)

of the Access to Information Act
de la Loi sur l'accès à l'information

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D'sa, Leslie

Subject:	Fw: Jake Shearer Hotwash
Location:	DFO CONF Vancouver-401BurrardSt-13-Somass CONF MPO
Start:	Wed 12/20/2017 12:30 PM
End:	Wed 12/20/2017 1:30 PM
Show Time As:	Tentative
Recurrence:	(none)
Organizer:	Daradics, Anya

Sent from my BlackBerry 10 smartphone on the Bell network.

From: Daradics, Anya <Anya.Daradics@dfo-mpo.gc.ca>
Sent: Friday, December 15, 2017 9:58 AM
To: Herborg, Matthias; Chiang, Eric; Brady, Jeff; McCann, Timothy; 'Dale.Bull@gov.bc.ca'
Cc: Murdock, Philip; 'Bull, Dale M ENV:EX'
Subject: Jake Shearer Hotwash

Good Afternoon,

We would like to hold a short hotwash between DFO/CCG/MOE. We understand everyone is busy during this time of year, but thought we would try and get it in next week early, to capture notable points before the holidays. Please let me know if this time doesn't work for you and if there is another time that may work better.

Attached are some notes from a hotwash DFO did last week.

Thank you.

1-877-413-4788
[redacted]

Anya Daradics
Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-2025
Cel [redacted]

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FW: Jake Shearer Hotwash

2018-March-18
3:48 PM

Subject	**FW: Jake Shearer Hotwash**
From	Daradics, Anya
To	Herborg, Matthias
Cc	Chiang, Eric
Sent	2017-December-21 8:19 AM

Hey Matthias,

For future.

From: Savard, Greg
Sent: December-20-17 3:16 PM
To: Daradics, Anya
Cc: Greg Savard; Savard, Greg; Chiang, Eric
Subject: RE: Jake Shearer Hotwash

Hi Anya. Sorry I missed this meeting – I am just see the meeting invite now. I don't check my DFO e-mail account on a regular basis as I am a casual employee [redacted]. In the future when these meetings are scheduled can you please send the notification to my personal e-mail address [redacted] as well as my DFO email account? Thanks

Greg

-----Original Appointment-----
From: Daradics, Anya
Sent: November-30-17 12:17 PM
To: Cauffope, Genevieve; O'Grady, Liane; Herborg, Matthias; Chiang, Eric; Benoy, Nicholas; Rogers, Juanita; Cottrell, Paul; Savard, Greg; Sanderson, Leslie; Groves, Steven
Subject: Jake Shearer Hotwash
When: December-06-17 1:00 PM-3:00 PM (UTC-08:00) Pacific Time (US & Canada).
Where: DFO CONF Vancouver-401BurrardSt-13-Somass CONF MPO

Good Afternoon,

We are preparing to have a Hotwash discussion next Wednesday on the Jake Shearer incident. I have added an extrea hour to the calendar, as it may take longer based on the feedback so far.

Things to be discussed:

Notifications – processes
Roles and Responsibilities – What you or your section thought was their responsibility / in reality, what was your responsibility
Info Sharing - Was it enough, not enough. Collaboration/Coordination on gathering information and pushing that information to the correct people that required it.

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Please feel free to provide comments and feedback early, and I will wrap as much up as I can to pass out to everyone ahead of time to make the flow of the meeting go quicker.
If there are other issues you'd like to discuss, please let me know.

Thank you.

1-877-413-4788
[redacted]

Anya Daradics
Regional Response Planning
Oceans Program
Fisheries and Oceans Canada, Pacific Region
200 - 401 Burrard Street
Vancouver, BC V6C 3S4
Tel (604) 666-2025
Cel [redacted]

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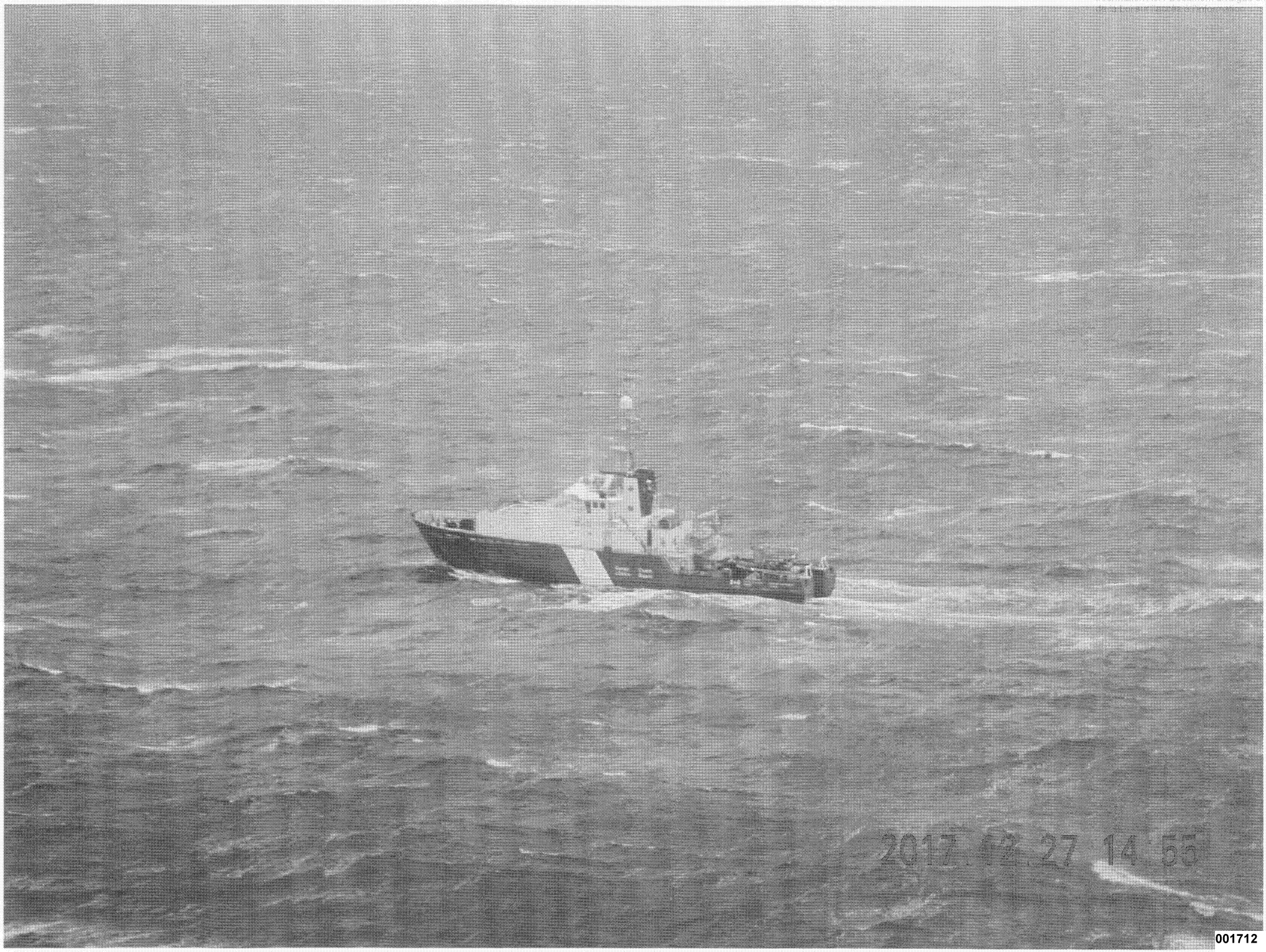


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2017-12-27 14:52

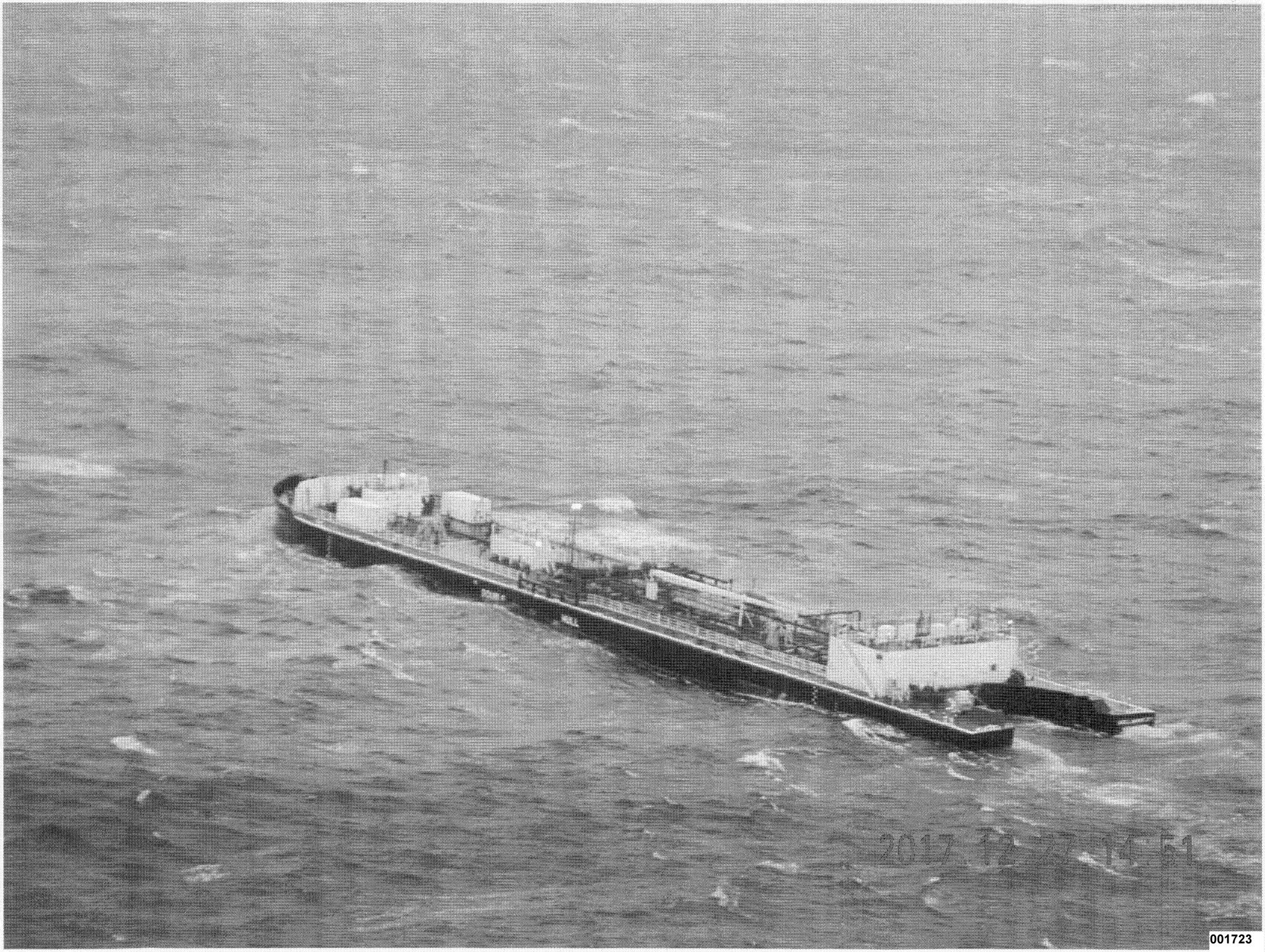
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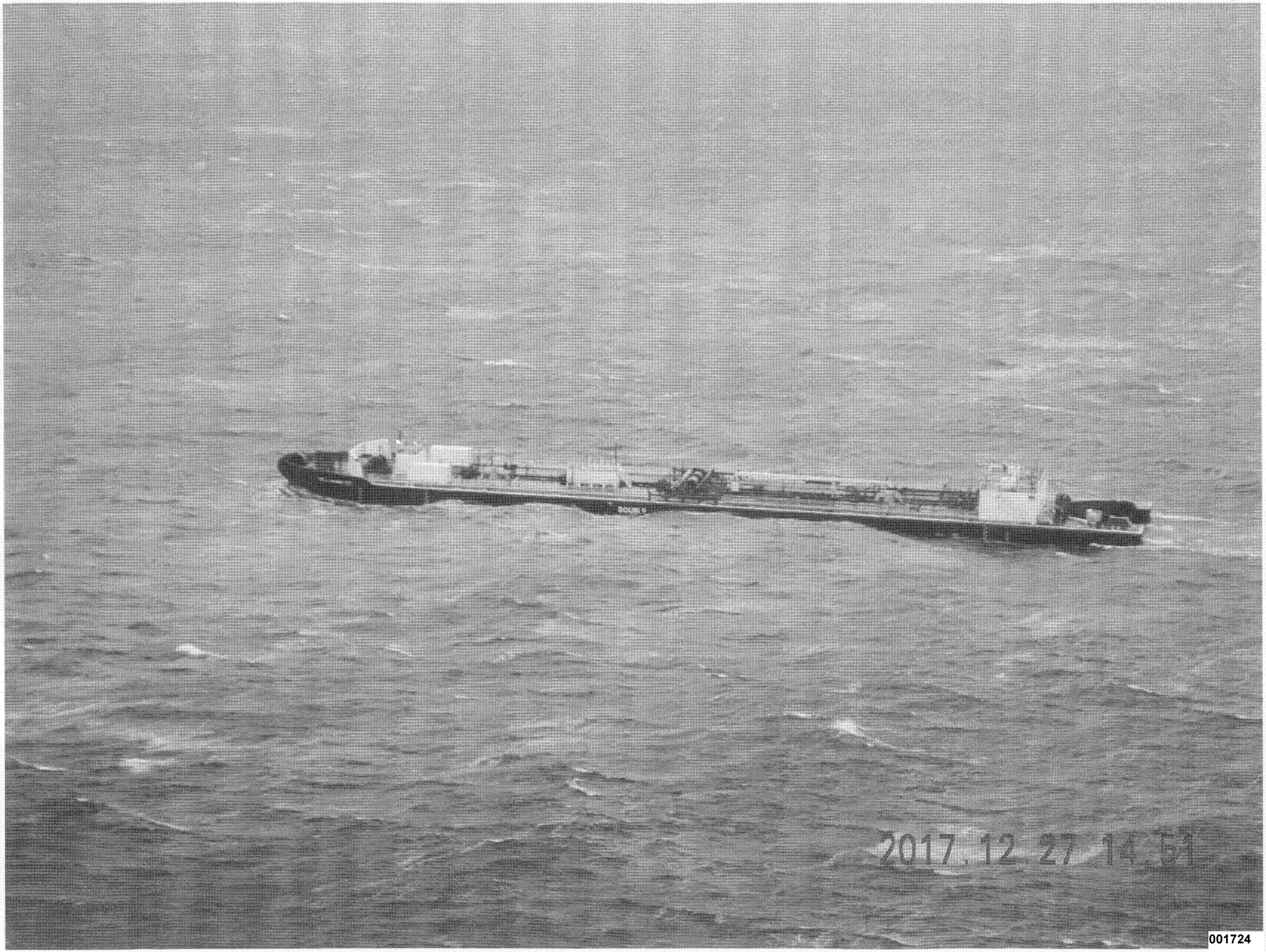
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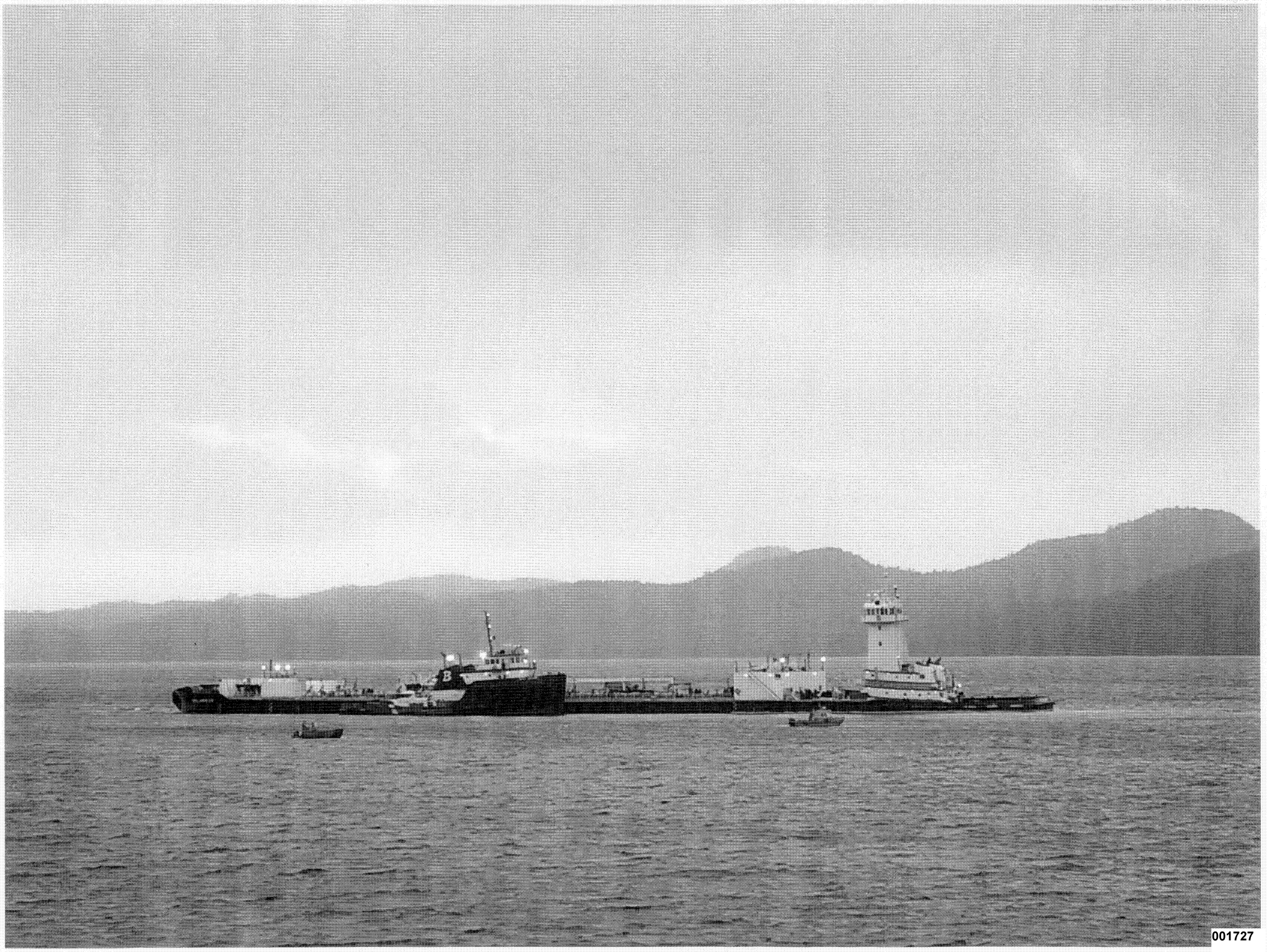
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001729

s.14(b)
s.21(1)(a)
s.21(1)(b)
s.23

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McCann, Timothy

From: Murdock, Philip
Sent: December-27-17 9:10 AM
To: Brady, Jeff; McCann, Timothy; Barrett, Paul
Subject: FW: [redacted] Tug Jake Shearer Incident
Attachments: [redacted]

Importance: High
Sensitivity: Confidential

Confidential. Please do not share. For Awareness.

Philip

From: Moss, Derek
Sent: December-22-17 6:49 AM
To: Wootton, Brian; Girouard, Roger; Pelletier, Mario; Lick, Gregory
Cc: Miller, Anne; Meunier, Marc-André; Kieran, Yvette-Marie; McNish, Joanne; Heap, David; Hunt, Cliff; Bain, Brian; Murdock, Philip; Sanderson, Marc; Nghiem, Kathy; Noiseux, Jean-Robert; Alderson, Emily
Subject: [redacted] Tug Jake Shearer Incident

Brian, Roger,

As promised, we offer the following information and recommendations [redacted]

[redacted]

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[redacted] As mentioned, I will call to discuss.

Derek

From: Wootton, Brian
Sent: December 3, 2017 3:18 PM
To: Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Brickett, JJ <Jonathan.Brickett@dfo-mpo.gc.ca>; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>
Cc: Lick, Gregory <Gregory.Lick@dfo-mpo.gc.ca>; Miller, Anne <Anne.Miller@dfo-mpo.gc.ca>; Meunier, Marc-André <Marc-Andre.Meunier@dfo-mpo.gc.ca>; Kieran, Yvette-Marie <Yvette-Marie.Kieran@dfo-mpo.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Heap, David <David.Heap@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Bain, Brian <Brian.Bain@dfo-mpo.gc.ca>
Subject: [redacted] Tug Jake Shearer Incident

Derek & JJ

[redacted]

s.14(b)
s.21(1)(a)
s.21(1)(b)

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[redacted]

[redacted]

Perhaps there's opportunity to start this discussion this week at OEB amongst IM group?

Brian

Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada
Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

Pages 1733 to / à 1739

are withheld pursuant to sections

sont retenues en vertu des articles

14(b), 21(1)(b), 23, 21(1)(a)

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Dait, Haydee

From: Carrigan, Kevin
Sent: 2018–January-02 4:00 PM
To: Ormiston, Glenn; Murdock, Philip; Moseley, Scott; Ross, Malcolm; Funk, Lindsay; Statham, Art; McCann, Timothy; Brady, Jeff; Oliver, Gillian; Brand, Tyler; Pickrell, Susan; Burgin, Randy; Reid, Kent; Watkinson, Stephen
Cc: Evans, Clay; Meredith, Patricia
Subject: FW: Pacific Engagement Survey Results by Initiative
Attachments: Engagement Contacts by Initiative.xlsx

Good afternoon all,

For your reference I have attached a spreadsheet summary, by OPP initiative/project of participants from the TC Workshops and dialogue forum expressing interest in further engagement. The sheet is a good reference tool for expansion of your project networks where necessary.

Cheers

Kevin

PS: Apologies to those who may have received this directly.

From: Einarson, Nadine [mailto:Nadine.Einarson@tc.gc.ca]
Sent: December-19-17 3:49 PM
To: Larkin, Kelly; Hawley, Stephen; Parenteau, Marie-Pierre; Hitchcock, Christy; Graham, Sarah; Jobin, Stephen; Murgatroyd, Louise; Robitaille, Caroline; Lones, Ben; Matthews, Pamela; Vallee, Sophie; McCann, Timothy; Reid, Daniel; Hayward, Lillian; 'Mudge, Alison (EC)'; Oliver, Gillian; Abdelkader, Nariman; Dudas, Sarah; Mortimor, James; MacConnachie, Sean; Doucette, Paula; Cooper, Adele; Huberdeau, Eric; 'Bernier, Marylene'; Carrigan, Kevin; Tsang , Joanne; Ormiston, Glenn; Kyle, David; Stadel, Angela; Marchant, Brett; Hayes, Trish; Klaver, March; Bryant, Tanya: EC; Marques, Christine; Paquet, Alain; Mossman, Janet; Lajeunesse, Stephanie
Cc: Stirbys, Patricia; Miles, Phoebe; Beavis, Katherine; Bak, Andrew; Lin, Jane; Violini, Jay; Ivancic, Maria
Subject: Pacific Engagement Survey Results by Initiative

Good afternoon,

There have been a few small updates to the Engagement Contact List that Maria circulated last week. Several emails have been updated – these are highlighted in yellow. We have also added an additional column at the end of each tab to indicate if a contact is a federal employee.

Please contact me if you have any questions.

Thanks,

Nadine

Nadine Einarson
Program Policy Analyst
Engagement and Integration, Oceans Protection Plan, Transport Canada

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Tel: 778-233-3479
nadine.einarson@tc.gc.ca

Nadine Einarson
Analyste des politiques de programmes
Mobilisation et intégration, Plan de protection des océans, Transports Canada
Tel: 778-233-3479
nadine.einarson@tc.gc.ca

s.19(1)

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EMSA
Engagement Contacts

Name	Organization	Email	Type of Interest	Face to Face	Written Submissions	Online Engagement	Virtual Meetings	Nov. 2, 2017 Vancouver Dialogue Forum	Nov. 13, 2017 Prince Rupert Dialogue Forum	Oct. 30, 2017 Victoria Workshop	Nov. 1, 2017 Nanaimo Workshop	Federal Employee
	Ahousaht		Previously Flagged									
	Ahousaht		Previously Flagged									
	Ahousaht		Previously Flagged									
	Aitchelitz First Nation		Previously Flagged									
	Assembly of First Nations - BC		Previously Flagged									
	BC Coast Pilots		Receive/Contribute	Yes				Attended	Attended			
	BC Coast Pilots		Receive	Yes				Attended	Attended			
	BC Conservation Foundation		Previously Flagged									
	VI and Coast Conservation Society		Previously Flagged									
	BC Environment		Previously Flagged									
	BC Environment		Previously Flagged									
	BC Environment - EAO - Cumulative Effects		Previously Flagged									
	BC Environment - EAO - Cumulative Effects		Previously Flagged									
	BC Ferries		Previously Flagged									
	BC Marine and Coastal Resources		Previously Flagged									
	BC Ministry of Environment		Previously Flagged									
	BC Ministry of Environment		Previously Flagged									
	BC Nature/Nature Canada		Previously Flagged					Attended				
	BC Salmon Farmers Association		Previously Flagged									
	BC Seafood Alliance		Previously Flagged									
	BCIT Marine Campus		Previously Flagged									
	Boating BC Association		Previously Flagged									
	Boating BC Association		Previously Flagged					Attended				
	Bowen Island Municipality		Previously Flagged									
	Camosun College		Previously Flagged									
	Canadian Parks and Wilderness Society (CPAWS)		Previously Flagged									
	Central Coast Indigenous Resource Alliance: (4 FN's)		Previously Flagged									
	Central Coast Indigenous Resource Alliance: (4 FN's)		Previously Flagged									
	Capital Regional District		Previously Flagged									
	Chawathil First Nation		Previously Flagged									
	Cheam First Nation		Previously Flagged									
	Cheam First Nation		Previously Flagged									
	Stó:lo Nation		Previously Flagged									
	Stó:lō Tribal Council		Previously Flagged									
	Central Coast Regional District		Previously Flagged									
	Chamber of Shipping BC		Receive/Contribute	Yes	Yes			Attended				
	Chamber of Shipping BC		Previously Flagged					Attended				
	City of Nanaimo		Previously Flagged									
	City of Port Moody		Previously Flagged									
	City of Prince Rupert		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	City of Prince Rupert		Previously Flagged									
	City of Richmond		Previously Flagged									
	City of Richmond		Previously Flagged									
	City of Vancouver		Previously Flagged									
	City of Victoria		Previously Flagged									
	City of White Rock		Previously Flagged									
	Coastal First Nations - Great Bear Initiative		Previously Flagged									
	Coastal First Nations (CFN) Alliance: (8 FN's)		Previously Flagged									
	Coastal First Nations (CFN) Alliance: (8 FN's)		Previously Flagged									
	Coastal First Nations (CFN) Alliance: (8 FN's)		Previously Flagged									
	Coastal First Nations (CFN) Alliance: (8 FN's)		Previously Flagged									
	Clear Seas		Previously Flagged						Attended			
	Clear Seas		Receive/Contribute	Yes	Yes	Yes	Yes	Attended	Attended			
	Commercial Salmon Advisory Board		Previously Flagged									
	Commercial Salmon Advisory Board		Previously Flagged									
	Commercial Salmon Advisory Board		Previously Flagged									
	Council of the Haida Nation		Previously Flagged									
	Council of the Haida Nation		Previously Flagged									
	Cowichan Tribes		Previously Flagged									
	Cowichan Tribes		Previously Flagged									
	The City of Delta		Previously Flagged									
	The City of Delta		Receive	Yes	Yes	Yes	Yes	Attended				
	Da'naxda'xw Awaetlatla		Previously Flagged									

s.19(1)

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	Council of Marine Carriers		Previously Flagged						
	David Suzuki Foundation		Receive	Yes	Yes	Yes	Yes	Attended	
	David Suzuki Foundation		Previously Flagged						
	District of Kitimat		Previously Flagged						
	District of Port Edward		Previously Flagged						
	District of Sechelt		Previously Flagged						
	District of Squamish		Previously Flagged						
	District of Squamish		Previously Flagged						
	District of Squamish		Previously Flagged						
	District of West Vancouver		Previously Flagged						
	Ditidaht First Nation-(Macah=USA)		Previously Flagged						
	Dzawada'enuxw First Nation		Previously Flagged						
	Environment and Climate Change Canada - National Environment Emergency Centre (NEEC)		Previously Flagged						yes
	Environment and Climate Change Canada - National Environment Emergency Centre (NEEC)		Previously Flagged						yes
	Ehattesaht First Nation		Previously Flagged						
	Ehattesaht First Nation		Previously Flagged						
	Esquimalt Nation		Previously Flagged						
	Dogwood Initiative		Previously Flagged						
	EcoTrust Canada		Previously Flagged						
	Emergency Management BC		Previously Flagged						
	First Nations Leadership Council		Previously Flagged						
	First Nations Summit		Previously Flagged						
	First Nations Fisheries Council British Columbia		Previously Flagged						
	Fish Safe BC		Previously Flagged					Attended	
	Fraser Basin Council		Previously Flagged						
	Gitga'at Nation		Previously Flagged						
	Gitxaala Nation		Previously Flagged						
	Fraser River Pilots		Previously Flagged						
th	Georgia Strait Alliance		Previously Flagged						
	Gwa'Sala-Nakwaxda'xw		Previously Flagged						
	Gwa'Sala-Nakwaxda'xw		Previously Flagged						
	Gwa'Sala-Nakwaxda'xw		Previously Flagged						
	Gwawaenuk First Nation		Previously Flagged						
	Haisla Nation		Previously Flagged						
	Halalt First Nation		Previously Flagged						
	Heiltsuk Nation		Previously Flagged						
	Hesquiaht		Previously Flagged						
	Homalco First Nation		Previously Flagged						
h	Georgia Strait Alliance		Previously Flagged						
	Hupacasath First Nation		Previously Flagged						
	Huu-ay-aht First Nations		Previously Flagged						
	Huu-ay-aht First Nations		Previously Flagged						
	Huu-ay-aht First Nations		Previously Flagged						
	Huu-ay-aht First Nations		Previously Flagged						
	Hwlitsum First Nation		Previously Flagged						
	Greater Victoria Harbour Authority		Previously Flagged						
	Hakai Institute		Previously Flagged						
	K'omoks First Nation		Previously Flagged						
	K'omoks First Nation		Previously Flagged						
	Ka:'yu:'k't'h'/Che:k'tles7et'h (Kyuquot) First Nations		Previously Flagged						
	Katzie First Nation		Previously Flagged						
	Kitasoo/Xai'xais Nation		Previously Flagged						
	Kitselas Nation		Previously Flagged						
	Kitsumkalum Nation		Previously Flagged					Attended	
	Klahoose First Nation		Previously Flagged						
	Kwakiutl First Nation		Previously Flagged						
	Kwantlen First Nation		Previously Flagged						
	Kwaw-Kwaw-Apilt First Nation (QweQwe'opelhp)		Previously Flagged						
	Kwiakah First Nation		Previously Flagged						
	Kwikwasut'inuxw Haxwa'mis		Previously Flagged						
	Kwikwasut'inuxw Haxwa'mis		Previously Flagged						
	Kwikwetlem First Nation		Previously Flagged						

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	Lake Cowichan First Nation		Previously Flagged									
	Lake Cowichan First Nation		Previously Flagged									
	Lax Kw'alaams First Nation		Previously Flagged									
	Leq'a:mel First Nation		Previously Flagged									
	Harbour Authority Association of British Columbia		Previously Flagged									
	International Longshore and Warehouse Union		Previously Flagged									
	Lyackson First Nation		Previously Flagged									
	Lyackson First Nation		Previously Flagged									
	Malahat Nation		Previously Flagged									
	Mamalilikulla First Nation		Previously Flagged									
	Islands Trust		Previously Flagged									
	Islands Trust		Previously Flagged					Attended				
	Matsqui First Nation		Previously Flagged									
	Metis Nation British Columbia		Previously Flagged									
	Metlakatla Nation		Previously Flagged									
	Metlakatla Nation		Previously Flagged									
	Metlakatla Nation		Previously Flagged									
	Metlakatla Nation		Previously Flagged						Attended			
L	Metlakatla Nation		Previously Flagged									
	Living Oceans Society		Previously Flagged					Attended				
	Marine Area Planning Partnership		Previously Flagged									
	Metro Vancouver		Previously Flagged									
	Mowachaht/Muchalaht		Previously Flagged									
	Metro Vancouver		Previously Flagged									
	Musqueam First Nation		Previously Flagged									
	Musqueam First Nation		Previously Flagged									
	Musqueam First Nation		Previously Flagged									
	Musqueam First Nation		Previously Flagged									
	Musqueam First Nation		Previously Flagged									
	Namgis First Nation		Previously Flagged									
	Namgis First Nation		Previously Flagged									
	Nanwakolas Council Nations: (6 FN)		Previously Flagged									
	Nanwakolas Council Nations: (6 FN)		Previously Flagged									
	Nanwakolas Council Nations: (6 FN)		Previously Flagged									
	Nanwakolas Council Nations: (6 FN)		Previously Flagged									
	Nisga'a Lisims Nation		Previously Flagged									
	Nisga'a Lisims Nation		Previously Flagged									
	Nisga'a Lisims Nation		Previously Flagged									
	Municipality of the Village of Lions Bay		Previously Flagged					Attended				
	Nanaimo Port Authority		Previously Flagged									
	Nanaimo Regional District		Previously Flagged									
	North Coast Regional District		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Nuchatlaht		Previously Flagged									
	Nuu-chah-nulth Tribal Council (14 Nations) (Western Van. Island):		Previously Flagged									
	Nuxalk Nation		Previously Flagged									
	Nuxalk Nation		Previously Flagged									
	Nuxalk Nation		Previously Flagged									
	North Coast Regional District		Previously Flagged									
	North Shore Emergency Management		Previously Flagged									
	Old Massett First Nation		Previously Flagged									
	Pacheedaht First Nation		Previously Flagged									
	Pacheedaht First Nation		Previously Flagged									
	Pacheedaht First Nation		Receive	Yes	Yes		Yes				Attended	
	Ocean Networks Canada		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	Pacific Pilotage Authority		Receive	Yes	Yes	Yes	Yes		Attended			
	Ocean Networks Canada		Previously Flagged					Attended				yes
	Parks Canada		Contribute	Yes	Yes	Yes	Yes	Attended				yes
	Pauquachin First Nation		Previously Flagged									
	Penelakut Tribe		Previously Flagged									
	Peters First Nation		Previously Flagged									
	Popkum First Nation		Previously Flagged									
	Pacific Halibut Association of BC		Previously Flagged									
	Pacific Salmon Foundation		Previously Flagged									
	Public Safety Canada		Previously Flagged									yes
	Public Safety Canada		Previously Flagged									yes
	Qualicum First Nation		Previously Flagged									
	Quatsino		Previously Flagged									

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	Quatsino		Previously Flagged					
	Pacific Sea Cucumber Harvesters Association		Previously Flagged					
	Port Alberni Port Authority		Previously Flagged				Attended	
	Prince Rupert Port Authority		Receive/Contribute		Yes	Yes		Attended
	Scia'new (Beecher Bay) Indian Band		Previously Flagged					
	Scia'new (Beecher Bay) Indian Band		Previously Flagged					
	Scia'new (Beecher Bay) Indian Band		Previously Flagged					
	Scowlitz First Nation (Sq'ewlets)		Previously Flagged					
	Seabird Island Indian Band (Sq'ewqel)		Previously Flagged					
	Seabird Island Indian Band (Sq'ewqel)		Previously Flagged					
	Semiahmoo First Nation		Previously Flagged					
	Shishalh (Sechelt) First Nation		Previously Flagged					
	Shxw'ōwhámel First Nation		Previously Flagged					
	Shxwha:y Village		Previously Flagged					
	Raincoast Conservation Coalalition		Previously Flagged					Attended
	Skawahlook First Nation		Previously Flagged					
	Skawahlook First Nation		Previously Flagged					
	Skeena Area Marine Research Collaborative		Previously Flagged					Attended
	Skeena First Nations Stewardship Society: (North Coast) (6 FN's)		Previously Flagged					
	Skeena First Nations Stewardship Society: (North Coast) (6 FN's)		Previously Flagged					
	Skeena First Nations Technical Committee Vancouver		Previously Flagged					
	Skeena Fisheries Commission		Previously Flagged					
	Skidegate First Nation		Previously Flagged					
	Skowkale First Nation		Previously Flagged					
	Skwah First Nation		Previously Flagged					
	Snaw-naw-as (Nanoose) First Nation		Previously Flagged					
	Snuneymuxw (Nanaimo) First Nation		Previously Flagged					
	Songhees (Lekwungen) Nation		Previously Flagged					
	Songhees (Lekwungen) Nation		Previously Flagged					
	Songhees (Lekwungen) Nation		Previously Flagged					
	Soowahlie Band		Previously Flagged					
	Shipping Federation of Canada		Previously Flagged				Attended	
	Sierra Club BC		Previously Flagged					
	Simon Fraser University - School of Resource and Environmental Management/Sustainable Community Development/etc.		Previously Flagged					
	Simon Fraser University - School of Resource and Environmental Management/Sustainable Community Development/etc.		Previously Flagged					
	Squamish Nation – (Sḵwxwú7mesh)		Previously Flagged					
	Squamish Nation – (Sḵwxwú7mesh)		Previously Flagged					
	Squiala First Nation		Previously Flagged					
	Sport Fishing Advisory Board		Receive	Yes	Yes	Yes	Yes	Attended
	Squamish Lillooet Regional District		Contribute	Yes	Yes	Yes		Attended
	Sts'ailes Nation		Previously Flagged					
	Sts'ailes Nation		Previously Flagged					
	Stz'uminus First Nation		Previously Flagged					
	Sumas First Nation		Previously Flagged					
	Squamish Lillooet Regional District		Previously Flagged					
	T'Sou-ke First Nation		Previously Flagged					
	Squamish Lillooet Regional District		Previously Flagged					
	Tla'amin First Nation		Previously Flagged					
	Tla-o-qui-aht		Previously Flagged					
	Tlatlasikwala First Nation		Previously Flagged					
	Tlowitsis Nation		Previously Flagged					
	Toquaht Nation		Previously Flagged					
	Steveston Harbour Authority		Previously Flagged					
	Sunshine Coast Regional District		Previously Flagged					

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Sunshine Coast Regional District		Previously Flagged							
Tsartlip First Nation		Previously Flagged							
Tsawout First Nation		Previously Flagged							
Tsawwassen First Nation		Previously Flagged							
Tsawwassen First Nation		Previously Flagged							
Tsawwassen First Nation		Previously Flagged							
Tsawwassen First Nation		Previously Flagged							
Tse:shaht First Nation		Previously Flagged							
Tseycum First Nation		Previously Flagged							
Tsleil-Waututh Nation		Previously Flagged					Attended		
Tsleil-Waututh Nation		Previously Flagged							
Tsleil-Waututh Nation		Previously Flagged							
Tzeachten First Nation		Previously Flagged							
Uchucklesaht Tribe		Previously Flagged							
Union Bar First Nation		Previously Flagged							
Union of BC Indian Chiefs		Previously Flagged							
Sunshine Coast Regional District		Previously Flagged							
T.Buck Suzuki Environmental Foundation		Previously Flagged							
Town of Gibsons		Previously Flagged							
UBC - Sauder School of Business		Previously Flagged							
Union of BC Municipalities		Previously Flagged							
University of British Columbia		Previously Flagged							
University of British Columbia		Previously Flagged							
University of British Columbia		Previously Flagged							
University of British Columbia		Previously Flagged							
University of British Columbia		Previously Flagged							
University of British Columbia		Previously Flagged							
University of Victoria		Previously Flagged							
University of Victoria		Previously Flagged							
University of Victoria		Receive/Contribute	Yes	Yes	Yes	Yes	Attended		
University of Victoria		Previously Flagged							
US Coast Guard		Receive/Contribute	Yes	Yes	Yes	Yes	Attended		
Vancouver Aquarium - Coastal Oceans Research Initiative		Previously Flagged							
We Wai Kai (Cape Mudge) First Nation		Previously Flagged							
We Wai Kai (Cape Mudge) First Nation		Previously Flagged							
Wei Wai Kum (Campbell River) First Nation		Previously Flagged							
Wei Wai Kum (Campbell River) First Nation		Previously Flagged							
Vancouver Aquarium - Coastal Oceans Research Initiative		Previously Flagged					Attended		
Vancouver Fraser Port Authority		Previously Flagged					Attended		
Vancouver International Maritime Centre		Previously Flagged							
Vancouver International Maritime Centre		Previously Flagged							
Vancouver Island Universit		Previously Flagged							
Wuikinuxv Nation		Previously Flagged							
Wuikinuxv Nation		Previously Flagged							
Wuikinuxv Nation		Previously Flagged							
West Coast Environmental Law		Previously Flagged							
Yakweakwioose Band		Previously Flagged							
Yale First Nation		Previously Flagged							
Yuu-Cluth-aht (Ucluelet) First Nation		Previously Flagged							
Western Canada Marine Response Corporation		Previously Flagged					Attended		
World Wildlife Fund		Receive/Contribute	Yes	Yes		Yes	Attended		
BC Ministry of Energy, Mines and Petroleum Resources		Receive				Yes	Attended		
Suncor Energy		Receive	Yes	Yes	Yes	Yes	Attended		
Streamkeepers		Receive/Contribute	Yes	Yes	Yes		Attended		
Kitsumkalum Nation		Receive	Yes	Yes	Yes	Yes		Attended	
BC Ministry of Transportation and Infrastructure		Receive	Yes		Yes	Yes	Attended		
Western Canada Marine Response Corporation		Receive	Yes	Yes	Yes	Yes		Attended	
Gitxaala Nation		Receive/Contribute	Yes					Attended	

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	Anchorages Concern Thetis		Receive	Yes	Yes	Yes	Yes	Attended				
	Clear Seas		Contribute	Yes	Yes	Yes	Yes	Attended	Attended			
	District of Squamish		Receive	Yes	Yes	Yes		Attended				
	International Longshore and Warehouse Union		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	Shipping Federation of Canada		Receive/Contribute	Yes	Yes	Yes	Yes	Attended	Attended			
	UBC - Oceans and Fisheries		Receive	Yes	Yes	Yes		Attended				
	US Coast Guard		Receive	Yes	Yes	Yes		Attended				
	Nisga'a Lisims Government		Receive	Yes	Yes	Yes	Yes		Attended			
	West Coast Environmental Law		Receive	Yes	Yes			Attended				
	Ocean Networks Canada		Receive	Yes	Yes	Yes	Yes		Attended			
	Lax Kw'alaams Fisheries		Receive	Yes	Yes	Yes	Yes		Attended			
	T. Buck Suzuki Environmental Foundation		Receive	Yes	Yes	Yes	Yes		Attended			
	Ocean Networks Canada		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Kitsumkalum Fish & Wildlife		Contribute						Attended			
	Candian Merchant Service Guild		Receive			Yes			Attended			
	Kitsumkalum		Receive	Yes	Yes	Yes	Yes		Attended			
	Cowichan Tribes		Receive/Contribute	Yes			Yes					Attended
	Ehattesaht First Nation		Receive	Yes	Yes	Yes	Yes					Attended
	Island Marine Aquatic Working Group		Receive	Yes	Yes	Yes	Yes					Attended
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes			Attended		
	Songhees First Nation		Receive	Yes	Yes		Yes			Attended		
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes			Attended		

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Pilotage Act Review
Engagement Contacts

Name	Organization	Email	Type of Interest	Face-to-Face	Written Submissions	Online Engagement	Virtual Meetings	Nov. 2, 2017 Vancouver Dialogue Forum	Nov. 17, 2017 Prince Rupert Dialogue Forum	Oct. 30, 2017 Victoria Workshop	Nov. 1, 2017 Nanaimo Workshop	Federal Employee
	BC Coast Pilots		Receive/Contribute	Yes				Attended	Attended			
	BC Coast Pilots		Receive	Yes				Attended	Attended			
	Chamber of Shipping BC		Receive/Contribute	Yes	Yes			Attended				
	Clear Seas		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	Council of the Haida Nation		Previously Flagged									
	Council of the Haida Nation		Previously Flagged									
	The City of Delta		Receive	Yes	Yes	Yes	Yes	Attended				
	Metlakatla Nation		Previously Flagged									
	Metlakatla Nation		Previously Flagged									
	Metlakatla Nation		Previously Flagged						Attended			
	North Coast Regional District		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Ocean Networks Canada		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	Pacific Pilotage Authority		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Parks Canada		Contribute	Yes	Yes	Yes	Yes	Attended				Yes
	Prince Rupert Port Authority		Receive/Contribute			Yes	Yes		Attended			
	Sport Fishing Advisory Board		Receive	Yes	Yes	Yes	Yes	Attended				
	Squamish Lillooet Regional District		Contribute	Yes	Yes	Yes		Attended				
	University of Victoria		Receive	Yes	Yes	Yes	Yes	Attended				
	US Coast Guard		Receive	Yes	Yes	Yes	Yes	Attended				
	Western Maritime Institute		Receive/Contribute	Yes		Yes	Yes	Attended				
	World Wildlife Fund		Receive/Contribute	Yes	Yes		Yes	Attended				
	BC Ministry of Energy, Mines and Petroleum Resources		Receive				Yes	Attended				
	Streamkeepers		Receive	Yes	Yes	Yes		Attended				
	BC Ministry of Transportation and Infrastructure		Receive	Yes		Yes	Yes	Attended				
	Cowichan Bay Ship Watch Society		Receive	Yes	Yes	Yes	Yes	Attended				
	Gabriolans Against Freighter Anchorages Society		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	Western Canada Marine Response Corporation		Receive	Yes	Yes	Yes	Yes		Attended			
	Gitxaala Nation		Receive/Contribute	Yes					Attended			
	Anchorages Concern Thetis		Receive	Yes	Yes	Yes	Yes	Attended				
	Clear Seas		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	District of Squamish		Receive	Yes	Yes	Yes		Attended				
	International Longshore and Warehouse Union		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	Shipping Federation of Canada		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	US Coast Guard		Receive/Contribute	Yes	Yes	Yes		Attended				
	Nisga'a Lisims Government		Receive	Yes	Yes	Yes	Yes		Attended			
	Woodfibre LNG		Receive	Yes		Yes	Yes	Attended				
	Ocean Networks Canada		Receive	Yes	Yes	Yes	Yes		Attended			
	T. Buck Suzuki Environmental Foundation		Receive	Yes	Yes	Yes	Yes		Attended			
	Kitsumkalum Fish & Wildlife		Receive						Attended			
	Candian Merchant Service Guild		Receive			Yes			Attended			
	Cowichan Tribes		Receive/Contribute	Yes			Yes				Attended	
	Ehattesaht First Nation		Receive	Yes	Yes	Yes	Yes				Attended	
	Island Marine Aquatic Working Group		Receive	Yes	Yes	Yes	Yes				Attended	

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[redacted]	Songhees First Nation	[redacted]	Receive	Yes	Yes	Yes	Yes	Attended
	Songhees First Nation		Receive	Yes	Yes		Yes	Attended
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes	Attended

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Abandoned or Wrecked Vessels Engagement Contacts

Name	Organization	Email	Type of Interest	Face-to-face	Written Submission	Online Engagement 1	Virtual Meetings	Nov. 2, 2017 Vancouver Dialogue Forum	Nov. 17, 2017 Prince Rupert Dialogue Forum	Oct. 30, 2017 Victoria Workshop	Nov. 1, 2017 Nanaimo Workshop	Federal Elections
	Chamber of Shipping BC		Receive/Contribute	Yes	Yes			Attended				
	City of Prince Rupert		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Clear Seas		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	Council of the Haida Nation		Previously Flagged									
	Council of the Haida Nation		Previously Flagged									
	The City of Delta		Receive	Yes	Yes	Yes	Yes	Attended				
	Georgia Strait Alliance		Receive	Yes	Yes	Yes	Yes	Attended				
	Metlakatla Nation		Previously Flagged									
	Metlakatla Nation		Previously Flagged									
	Metlakatla Nation		Previously Flagged						Attended			
	Lower Fraser Fisheries Alliance		Receive/Contribute	Yes	Yes		Yes	Attended				
	North Coast Regional District		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Pacific Pilotage Authority		Receive	Yes	Yes	Yes	Yes		Attended			
	Parks Canada		Contribute	Yes	Yes	Yes	Yes	Attended				yes
	Prince Rupert Port Authority		Receive/Contribute			Yes	Yes		Attended			
	Sport Fishing Advisory Board		Receive	Yes	Yes	Yes	Yes	Attended				
	Squamish Lillooet Regional District		Contribute	Yes	Yes	Yes		Attended				
	University of Victoria		Receive	Yes	Yes	Yes	Yes	Attended				
	US Coast Guard		Receive	Yes	Yes	Yes	Yes	Attended				
	Coastal and Ocean Resources a division of Moram Environmental Recovery		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	Oona River Harbour Authority		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Kitsumkalum Nation		Receive	Yes	Yes	Yes	Yes		Attended			
	BC Ministry of Transportation and Infrastructure		Receive	Yes		Yes	Yes	Attended				
	Western Canada Marine Response Corporation		Receive	Yes	Yes	Yes	Yes		Attended			
	BC Ministry of Forests, Lands and Natural Resource Operations Tenures and Rural Development		Receive	Yes		Yes	Yes	Attended				
	Gitxaala Nation		Receive/Contribute	Yes					Attended			
	Anchorages Concern Thetis		Receive	Yes	Yes	Yes	Yes	Attended				
	Clear Seas		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	District of Squamish		Receive/Contribute	Yes	Yes	Yes		Attended				
	International Longshore and Warehouse Union		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	SNC Lavalin		Receive	Yes	Yes	Yes	Yes	Attended				
	UBC - Oceans and Fisheries		Receive	Yes	Yes	Yes		Attended				
	US Coast Guard		Receive	Yes	Yes	Yes		Attended				
	Nisga'a Lisims Government		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Ocean Networks Canada		Receive	Yes	Yes	Yes	Yes		Attended			
	Lax Kw'alaams Fisheries		Receive	Yes	Yes	Yes	Yes		Attended			
	T. Buck Suzuki Environmental Foundation		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	BC Ministry of Environment		Receive						Attended			
	Kitsumkalum Fish & Wildlife		Contribute						Attended			
	Candian Merchant Service Guil		Receive			Yes			Attended			
	US Coast Guard		Receive	Yes	Yes				Attended			
	Cowichan Tribes		Receive/Contribute	Yes			Yes				Attended	
	Castlemain Group		Receive	Yes		Yes					Attended	
	Ehattesaht First Nation		Receive	Yes	Yes	Yes	Yes				Attended	
	Island Marine Aquatic Working Group		Receive	Yes	Yes	Yes	Yes				Attended	
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes			Attended		
	Songhees First Nation		Receive	Yes	Yes		Yes			Attended		
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes			Attended		

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Emergency Towing Needs Analysis
Engagement Contacts

Name	Organization	Email	Type of Interest	Face-to-face	Written Submissions	Online Engagement	Virtual Meetings	Nov. 2, 2017 Vancouver Dialogue Forum	Nov. 17, 2017 Prince Rupert Dialogue Forum	Oct. 30, 2017 Victoria Workshop	Nov. 1, 2017 Nanaimo Workshop	Federal Employee
	BC Coast Pilots		Receive	Yes				Attended	Attended			
	Chamber of Shipping BC		Receive/Contribute	Yes	Yes			Attended				
	City of Prince Rupert		Receive	Yes	Yes	Yes	Yes		Attended			
	Clear Seas		Receive/Contribute	Yes	Yes	Yes	Yes	Attended	Attended			
	The City of Delta		Receive	Yes	Yes	Yes	Yes	Attended				
	North Coast Regional District		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Pacheedaht First Nation		Receive	Yes	Yes		Yes				Attended	
	Ocean Networks Canada		Receive	Yes	Yes	Yes	Yes	Attended				
	Pacific Pilotage Authority		Receive	Yes	Yes	Yes	Yes		Attended			
	Parks Canada		Contribute	Yes	Yes	Yes	Yes	Attended				Yes
	Prince Rupert Port Authority		Receive/Contribute			Yes	Yes		Attended			
	Squamish Lillooet Regional District		Contribute	Yes	Yes	Yes		Attended				
	University of Victoria		Receive	Yes	Yes	Yes	Yes	Attended				
	BC Ministry of Energy, Mines and Petroleum Resources		Receive				Yes	Attended				
	Streamkeepers		Receive	Yes	Yes	Yes		Attended				
	Kitsumkalum Nation		Receive	Yes	Yes	Yes	Yes		Attended			
	BC Ministry of Transportation and Infrastructure		Receive	Yes		Yes	Yes	Attended				
	Western Canada Marine Response Corporation		Receive	Yes	Yes	Yes	Yes		Attended			
	Gitxaala Nation		Receive/Contribute	Yes					Attended			
	Anchorages Concern Thetis		Receive	Yes	Yes	Yes	Yes	Attended				
	Clear Seas		Contribute	Yes	Yes	Yes	Yes	Attended	Attended			
	District of Squamish		Receive	Yes	Yes	Yes		Attended				
	International Longshore and Warehouse Union		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	Shipping Federation of Canada		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	US Coast Guard		Receive	Yes	Yes	Yes		Attended				
	Nisga'a Lisims Government		Receive	Yes	Yes	Yes	Yes		Attended			
	Woodfibre LNG		Receive	Yes		Yes	Yes	Attended				
	Ocean Networks Canada		Receive	Yes	Yes	Yes	Yes		Attended			
	T. Buck Suzuki Environmental Foundation		Receive	Yes	Yes	Yes	Yes		Attended			
	BC Ministry of Environment		Receive						Attended			
	Kitsumkalum Fish & Wildlife		Contribute						Attended			
	Candian Merchant Service Guild		Receive			Yes			Attended			
	Ditidaht First Nation		Receive								Attended	
	Cowichan Tribes		Receive/Contribute	Yes			Yes				Attended	
	Ehattesaht First Nation		Receive	Yes	Yes	Yes	Yes				Attended	
	Island Marine Aquatic Working Group		Receive	Yes	Yes	Yes	Yes				Attended	
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes			Attended		
	Songhees First Nation		Receive	Yes	Yes		Yes			Attended		
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes			Attended		

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TERMPOL Program Review
Engagement Contacts

Name	Organization	Email	Type of Interest	Face-to-Face	Written Submissions	Online Engagement	Virtual Meeting	Nov. 2, 2017 Vancouver Dialogue Forum	Nov. 17, 2017 Prince Rupert Dialogue Forum	Oct. 30, 2017 Victoria Workshop	Nov. 1, 2017 Nanaimo Workshop	Federal Employee
	BC Coast Pilots		Receive/Contribute	Yes				Attended	Attended			
	BC Coast Pilots		Receive	Yes				Attended	Attended			
	Chamber of Shipping BC		Receive/Contribute	Yes	Yes			Attended				
	City of Prince Rupert		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Clear Seas		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	Council of the Haida Nation		Previously Flagged									
	Council of the Haida Nation		Previously Flagged									
	The City of Delta		Receive	Yes	Yes	Yes	Yes	Attended				
	North Coast Regional District		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Pacheedaht First Nation		Receive	Yes	Yes		Yes				Attended	
	Ocean Networks Canada		Receive	Yes	Yes	Yes	Yes	Attended				
	Pacific Pilotage Authority		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Parks Canada		Contribute	Yes	Yes	Yes	Yes	Attended				Yes
	Prince Rupert Port Authority		Receive/Contribute			Yes	Yes		Attended			
	Squamish Lillooet Regional District		Receive/Contribute	Yes	Yes	Yes		Attended				
	University of Victoria		Receive	Yes	Yes	Yes	Yes	Attended				
	Vancouver Fraser Port Authority		Receive	Yes								
	BC Ministry of Energy, Mines and Petroleum Resources		Receive				Yes	Attended				
	Suncor Energy		Receive	Yes	Yes	Yes	Yes	Attended				
	Friends of Ecological Reserves		Contribute	Yes			Yes	Attended				
	Kitsumkalum Nation		Receive	Yes	Yes	Yes	Yes		Attended			
	BC Ministry of Transportation and Infrastructure		Receive	Yes		Yes	Yes	Attended				
	Western Canada Marine Response Corporation		Receive	Yes	Yes	Yes	Yes		Attended			
	Gitxaala Nation		Receive/Contribute	Yes					Attended			
	Anchorages Concern Thetis		Receive	Yes	Yes	Yes	Yes	Attended				
	Clear Seas		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	District of Squamish		Receive	Yes	Yes	Yes		Attended				
	International Longshore and Warehouse Union		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	Shipping Federation of Canada		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	SNC Lavalin		Receive	Yes	Yes	Yes	Yes	Attended				
	UBC - Oceans and Fisheries		Receive	Yes	Yes	Yes		Attended				
	US Coast Guard		Receive	Yes	Yes	Yes		Attended				
	Vancouver Fraser Port Authority		Receive	Yes				Attended				
	Nisga'a Lisims Government		Receive	Yes	Yes	Yes	Yes		Attended			
	Woodfibre LNG		Receive/Contribute	Yes		Yes	Yes	Attended				
	Ocean Networks Canada		Receive	Yes	Yes	Yes	Yes		Attended			
	Lax Kw'alaams Fisheries		Receive	Yes	Yes	Yes	Yes		Attended			
	SNC Lavalin		Receive	Yes	Yes	Yes			Attended			
	T. Buck Suzuki Environmental Foundation		Receive	Yes	Yes	Yes	Yes		Attended			
	BC Ministry of Environment		Receive/Contribute						Attended			
	Kitsumkalum Fish & Wildlife		Receive						Attended			
	Candian Merchant Service Guild		Receive			Yes			Attended			
	Ditidaht First Nation		Receive								Attended	
	Cowichan Tribes		Receive/Contribute	Yes			Yes				Attended	
	Ehattesaht First Nation		Receive	Yes	Yes	Yes	Yes				Attended	
	Island Marine Aquatic Working Group		Receive	Yes	Yes	Yes	Yes				Attended	
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes			Attended		
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes			Attended		

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Places of Refuge Planning
Engagement Contacts

Name	Organization	Email	Type of Interest	Face-to-face	Written Submissions	Online Engagement	Virtual Meetings	Nov. 7, 2017 Vancouver Dialogue Forum	Nov. 17, 2017 Prince Rupert Dialogue Forum	Oct. 30, 2017 Victoria Workshop	Nov. 1, 2017 Nanaimo Workshop	Federal Employee
	BC Coast Pilots		Receive/Contribute	Yes				Attended	Attended			
	BC Coast Pilots		Receive	Yes				Attended	Attended			
	Chamber of Shipping BC		Receive/Contribute	Yes	Yes			Attended				
	City of Prince Rupert		Receive	Yes	Yes	Yes	Yes		Attended			
	Clear Seas		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	Council of the Haida Nation		Previously Flagged									
	Council of the Haida Nation		Previously Flagged									
	The City of Delta		Receive	Yes	Yes	Yes	Yes	Attended				
	Georgia Strait Alliance		Receive	Yes	Yes	Yes	Yes	Attended				
son	Metlakatla Nation		Previously Flagged									
	Metlakatla Nation		Previously Flagged									
	Metlakatla Nation		Previously Flagged						Attended			
	North Coast Regional District		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Pacheedaht First Nation		Receive	Yes	Yes		Yes				Attended	
	Pacific Pilotage Authority		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Parks Canada		Contribute	Yes	Yes	Yes	Yes	Attended				Yes
	Prince Rupert Port Authority		Receive/Contribute			Yes	Yes		Attended			
	Sport Fishing Advisory Board		Receive	Yes	Yes	Yes	Yes	Attended				
	Squamish Lillooet Regional District		Receive/Contribute	Yes	Yes	Yes		Attended				
	University of Victoria		Receive	Yes	Yes	Yes	Yes	Attended				
	World Wildlife Fund		Receive	Yes	Yes		Yes	Attended				
	Coastal and Ocean Resources a division of Moram Environmental Recovery		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	Kitsumkalum Nation		Receive	Yes	Yes	Yes	Yes		Attended			
	BC Ministry of Transportation and Infrastructure		Receive	Yes		Yes	Yes	Attended				
	Cowichan Bay Ship Watch Society		Receive	Yes	Yes	Yes	Yes	Attended				
	Western Canada Marine Response Corporation		Receive	Yes	Yes	Yes	Yes		Attended			
	BC Ministry of Forests, Lands and Natural Resource Operations Tenures and Rural Development		Receive	Yes		Yes	Yes	Attended				
	Gitxaala Nation		Receive/Contribute	Yes					Attended			
	Anchorages Concern Thetis		Receive	Yes	Yes	Yes	Yes	Attended				
	Clear Seas		Receive	Yes	Yes	Yes	Yes	Attended	Attended			
	District of Squamish		Receive	Yes	Yes	Yes		Attended				
	International Longshore and Warehouse Union		Receive/Contribute	Yes	Yes	Yes	Yes	Attended				
	SNC Lavalin		Receive	Yes	Yes	Yes	Yes	Attended				
	US Coast Guard		Receive/Contribute	Yes	Yes	Yes		Attended				
	Nisga'a Lisims Government		Receive/Contribute	Yes	Yes	Yes	Yes		Attended			
	Woodfibre LNG		Receive/Contribute	Yes		Yes	Yes	Attended				
	Ocean Networks Canada		Receive	Yes	Yes	Yes	Yes		Attended			

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	T. Buck Suzuki Environmental Foundation		Receive	Yes	Yes	Yes	Yes		Attended		
	BC Ministry of Environment		Receive/Contribute						Attended		
	Kitsumkalum Fish & Wildlife		Contribute						Attended		
	Candian Merchant Service Guild		Receive			Yes			Attended		
	Ditidaht First Nation		Receive								Attended
	Cowichan Tribes		Receive/Contribute	Yes			Yes				Attended
	Ehattesaht First Nation		Receive	Yes	Yes	Yes	Yes				Attended
	Island Marine Aquatic Working Group		Receive	Yes	Yes	Yes	Yes				Attended
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes			Attended	
	Songhees First Nation		Receive	Yes	Yes		Yes			Attended	
	Songhees First Nation		Receive	Yes	Yes	Yes	Yes			Attended	

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Regional Response Planning Engagement Contacts

Name	Organization	Email	Type of Interest	Feedback Form	Written Submission	Petition Engagement	Virtual Meetings	Nov 7, 2017 Vancouver Open House Forum	Nov 17, 2017 Prince Rupert Dialogue Session	Oct. 30, 2017 Victoria Workshop	Nov. 21, 2017 Nanaimo Workshop
	City of Prince Rupert		Receive/Contribute	Yes	Yes	Yes	Yes		Attended		
	Clear Seas		Receive/Contribute	Yes	Yes	Yes	Yes	Attended	Attended		
	Council of the Haida Nation		Previously Flagged								
	Council of the Haida Nation		Previously Flagged								
	Metlakatla Nation		Previously Flagged								
	Metlakatla Nation		Previously Flagged								
	Metlakatla Nation		Previously Flagged						Attended		
	North Coast Regional District		Receive/Contribute	Yes	Yes	Yes	Yes		Attended		
	Pacific Pilotage Authority		Receive	Yes	Yes	Yes	Yes		Attended		
	Prince Rupert Port Authority		Receive/Contribute			Yes	Yes		Attended		
	Kitsumkalum Nation		Receive	Yes	Yes	Yes	Yes		Attended		
	Western Canada Marine Response Corporation		Receive	Yes	Yes	Yes	Yes		Attended		
	Gitxaala Nation		Receive/Contribute	Yes					Attended		
	Nisga'a Lisims Government		Receive	Yes	Yes	Yes	Yes		Attended		
	Ocean Networks Canada		Receive	Yes	Yes	Yes	Yes		Attended		
	Lax Kw'alaams Fisheries		Receive	Yes	Yes	Yes	Yes		Attended		
	T. Buck Suzuki Environmental Foundation		Receive	Yes	Yes	Yes	Yes		Attended		
	BC Ministry of Environment		Receive/Contribute						Attended		
	Ocean Networks Canada		Receive/Contribute	Yes	Yes	Yes	Yes		Attended		
	Kitsumkalum Fish & Wildlife		Contribute						Attended		
	Candian Merchant Service Guild		Receive			Yes			Attended		
	US Coast Guard		Receive	Yes	Yes				Attended		
	Kitsumkalum		Receive	Yes	Yes	Yes	Yes		Attended		

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ECCC Baseline Environmental Data on Northern BC Coast
Engagement Contacts

Name	Organization	Email	Type of Interest	Face-to-face	Written Submission	Online Engagement	Virtual Meeting	Nov. 2, 2017 Vancouver Dialogue Forum	Nov. 17, 2017 Prince Rupert Dialogue Forum	Oct. 30, 2017 Victoria Workshop	Nov. 1, 2017 Tofino Workshop
	BC Coast Pilots		Receive	Yes				Attended	Attended		
	City of Prince Rupert		Receive	Yes	Yes	Yes	Yes		Attended		
	Clear Seas		Receive	Yes	Yes	Yes	Yes	Attended	Attended		
	North Coast Regional District		Receive/Contribute	Yes	Yes	Yes	Yes		Attended		
	Pacific Pilotage Authority		Receive	Yes	Yes	Yes	Yes		Attended		
	Prince Rupert Port Authority		Receive			Yes	Yes		Attended		
	Oona River Harbour Authority		Receive Contribute	Yes	Yes	Yes	Yes		Attended		
	Kitsumkalum Nation		Receive	Yes	Yes	Yes	Yes		Attended		
	Western Canada Marine Response Corporation		Receive	Yes	Yes	Yes	Yes		Attended		
	Gitxaala Nation		Receive/Contribute	Yes					Attended		
	Nisga'a Lisims Governmen		Receive/Contribute	Yes	Yes	Yes	Yes		Attended		
	Ocean Networks Canada		Receive/Contribute	Yes	Yes	Yes	Yes		Attended		
	Lax Kw'alaams Fisheries		Receive	Yes	Yes	Yes	Yes		Attended		
	SNC Lavalin		Receive	Yes	Yes	Yes			Attended		
	T. Buck Suzuki Environmental Foundatior		Receive/Contribute	Yes	Yes	Yes	Yes		Attended		
	Ocean Networks Canada		Receive/Contribute	Yes	Yes	Yes	Yes		Attended		
	Kitsumkalum Fish & Wildlife		Contribute						Attended		
	Candian Merchant Service Guild		Receive			Yes			Attended		
	Kitsumkalum		Receive	Yes	Yes	Yes	Yes		Attended		
	T. Buck Suzuki Environmental Foundatior		Receive	Yes		Yes			Attended		

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Other Forms of Engagement

Engagement Contacts

Name	Organization	Email	Type of Engagement	Nov 1, 2017 - Jan 31, 2018	Feb 1 - Mar 31, 2018	Apr 1 - May 31, 2018	Jun 1 - Jul 31, 2018	Nov 1, 2017 - Jul 31, 2018	Aug 1, 2018 - Oct 31, 2018	Nov 1, 2017 - Oct 31, 2018	Nov 1, 2018 - Present
	Georgia Strait Alliance		Face-to-face small meetings with govt leadership	Yes	Yes	Yes	Yes	Attended			
	Lower Fraser Fisheries Alliance		Regional and bilateral (First Nations) meetings and information sessions to build the knowledge and capacity of First Nation technicians and leadership. Time/days for First Nations to engage at ? (Nation to Nation) to review issues, challenges, and opportunities together	Yes	Yes		Yes	Attended			
	Ocean Networks Canada		We would like to provide sea state data, environmental baseline data. We have FN protocol agreements and have engaged with over 50+ FN and Indigenous communities in BC and the Arctic. We would like to host data and make data available.	Yes	Yes	Yes	Yes	Attended			
	Vancouver Fraser Port Authority		One on one meetings with Paula Doucette and James Mortimor	Yes							
	World Wildlife Fund		advisory and/or other working groups	Yes	Yes		Yes	Attended			
	Cowichan Bay Ship Watch Society		Notification of all decision points throughout the process	Yes	Yes	Yes	Yes	Attended			
	BC Ministry of Forests, Lands and Natural Resource Operations Tenures and Rural Development		Government-to-government stuctures/committees (eg. OCC, RCOM)	Yes		Yes	Yes	Attended			
	Anchorages Concern Thetis		Work as EP if there is potential involvement. Work as a Residential Community - ACT would participate when possible provide a voice from a coastal community living in the midst of your Environmental Cummulative Affect boundaries.	Yes	Yes	Yes	Yes	Attended			
	Clear Seas		Align our work with the OPP and reduce duplication	Yes	Yes	Yes	Yes	Attended	Attended		
	Vancouver Fraser Port Authority		One on one meetings with Paula Doucette and James Mortimor	Yes				Attended			
	Ocean Networks Canada		Newsletters	Yes	Yes	Yes	Yes		Attended		
	T. Buck Suzuki Environmental Foundation		Wiki/online forum	Yes	Yes	Yes	Yes		Attended		
	Ehattesaht First Nation		Historical infomiration to have a better and more sound baseline	Yes	Yes	Yes	Yes				Attended

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North Coast Indigenous Workshop November 15, 2017 - Participant Interests
Engagement Contacts

Name	Email	Organization	RRP	CE+Baseline	PVM + FNs	MAIS
		CCIRA	Interested	Interested	Interested	Interested
		CCIRA	Interested	Interested	Interested	Interested
		Coastal First Nations	Interested	Interested	Interested	Interested
		Coastal First Nations				Interested
		Coastal First Nations				
		Coastal Stewardship Network				
		Gitga'at First Nation				
		Gitxaala First Nation		Interested	Interested	Interested
		Haida Nation	Interested		Interested	Interested
		Haida Nation				
		Haisla Nation	Interested	Interested	Interested	Interested
		Heiltsuk Nation	Interested	Interested	Interested	Interested
		Heiltsuk Nation	Interested	Interested	Interested	Interested
		Metlakatla First Nation				
		Nanwakolas Council of First Nations	Interested		Interested	
		The Wabe	Interested	Interested	Interested	Interested

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Other Interests
Engagement Contacts

Name	Organization	Email	Type of Interest	Face-to-face	Written Submissions	Online Engagement	Virtual Meetings	Nov. 2, 2017 Vancouver Dialogue Forum	Nov. 17, 2017 Prince Rupert Dialogue Forum	Oct. 30, 2017 Victoria Workshop	Nov. 1, 2017 Nanaimo Workshop	Federal Employee
	Georgia Strait Alliance		Marine spatial planning - South Coast	Yes	Yes	Yes	Yes	Attended				
	Lower Fraser Fisheries Alliance		Aboriginal Knowledge Impacts on Fraser River Salmon	Yes	Yes		Yes	Attended				
	Parks Canada		Hydrographic Review	Yes	Yes	Yes	Yes	Attended				Yes
	University of Victoria		Marine Spatial Planning	Yes	Yes	Yes	Yes	Attended				
	BC Ministry of Energy, Mines and Petroleum Resources		Research studies regarding oil and spills				Yes	Attended				
	Suncor Energy		Oil handling facilities (Canada Shipping Act)	Yes	Yes	Yes	Yes	Attended				
	Kitsumkalum Nation		Receive information on program implementation funding	Yes	Yes	Yes	Yes		Attended			
	BC Ministry of Forests, Lands and Natural Resource Operations Tenures and Rural Development		Marine spatial planning	Yes		Yes	Yes	Attended				
	District of Squamish		Local harbours and estuary management	Yes	Yes	Yes		Attended				
	Squamish and District Forestry Association		Harbour and estuary management planning and community partnerships to support OPP at local level	Yes	Yes	Yes		Attended				
	Candian Merchant Service Guild		Receive information on AMP, CSA			Yes			Attended			
	Castlemain Group		Ocean Plastic debris removal, spill response, land-based pollution	Yes		Yes					Attended	

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Dait, Haydee

From: Murdock, Philip
Sent: 2018–January-03 7:22 AM
To: Brady, Jeff
Cc: McCann, Timothy; Barrett, Paul
Subject: FW: Sharing letter sent to Harley Marine Services
Attachments: Harley Marine Services Inc..pdf

Attachments provided elsewhere

Follow Up Flag: Follow up
Flag Status: Completed

The "letter" from BC MOE to Harley Marine.

From: Poss, Angie ENV:EX [mailto:Angie.Poss@gov.bc.ca]
Sent: November-28-17 4:50 PM
To: Murdock, Philip
Subject: Sharing letter sent to Harley Marine Services

Hi Philip,

In the interesting of sharing across response partners, I wanted to provide you with the attached. Ministry of Environment issued the attached letter to Harley today to assist them in understanding B.C.'s role as a regulator, particularly in light of the new regulations and legislation that have recently come into effect. Happy to discuss if you have any questions.

Regards,
Angie

BRITISH COLUMBIA
Ministry of Environment and Climate Change Strategy

Angie Poss
Response Manager

Environmental Emergency Program
Headquarters/Victoria
Cell: 778-679-8687| Angie.Poss@gov.bc.ca
www.gov.bc.ca/spillsinfo @SpillsInfoBC
Report a spill: 1-800-663-3456

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is withheld pursuant to section

est retenue en vertu de l'article

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Dait, Haydee

From: Girouard, Roger
Sent: 2018–January-18 6:57 AM
To: Moss, Derek; Wootton, Brian; Lick, Gregory
Cc: Miller, Anne; Meunier, Marc-André; McNish, Joanne; Heap, David; Hunt, Cliff; Bain, Brian; Murdock, Philip; Sanderson, Marc; Nghiem, Kathy; Noiseux, Jean-Robert; Alderson, Emily
Subject: [redacted] Tug Jake Shearer Incident

Derek,

[redacted]

R

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: Moss, Derek
Sent: Thursday, January 18, 2018 5:59 AM
To: Wootton, Brian; Girouard, Roger; Lick, Gregory
Cc: Miller, Anne; Meunier, Marc-André; McNish, Joanne; Heap, David; Hunt, Cliff; Bain, Brian; Murdock, Philip; Sanderson, Marc; Nghiem, Kathy; Noiseux, Jean-Robert; Alderson, Emily
Subject: [redacted] Tug Jake Shearer Incident

A quick SITREP, to let you know that we haven't forgotten this file...

[redacted] Engagement with TC has occurred, and continues. The team expects to be able to provide an update next week. Will connect with everyone once update received.

Derek

From: Moss, Derek
Sent: December 22, 2017 9:49 AM
To: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; Pelletier, Mario <Mario.Pelletier@dfo-mpo.gc.ca>; Lick, Gregory <Gregory.Lick@dfo-mpo.gc.ca>
Cc: Miller, Anne <Anne.Miller@dfo-mpo.gc.ca>; Meunier, Marc-André <Marc-Andre.Meunier@dfo-mpo.gc.ca>; Kieran, Yvette-Marie <Yvette-Marie.Kieran@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Heap, David <David.Heap@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Bain, Brian <Brian.Bain@dfo-mpo.gc.ca>; Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Sanderson, Marc <Marc.Sanderson@dfo-mpo.gc.ca>; Nghiem, Kathy <Kathy.Nghiem@dfo-mpo.gc.ca>; Noiseux, Jean-Robert <Jean-Robert.Noiseux@dfo-mpo.gc.ca>; Alderson, Emily <Emily.Alderson@dfo-mpo.gc.ca>
Subject: [redacted] Tug Jake Shearer Incident

Brian, Roger,

As promised, we offer the following information and recommendations [redacted]

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[redacted]

[redacted] As mentioned, I will call to discuss.

Derek

From: Wootton, Brian
Sent: December 3, 2017 3:18 PM
To: Murdock, Philip <Philip.Murdock@dfo-mpo.gc.ca>; Brickett, JJ <Jonathan.Brickett@dfo-mpo.gc.ca>; Moss, Derek <Derek.Moss@dfo-mpo.gc.ca>
Cc: Lick, Gregory <Gregory.Lick@dfo-mpo.gc.ca>; Miller, Anne <Anne.Miller@dfo-mpo.gc.ca>; Meunier, Marc-André <Marc-Andre.Meunier@dfo-mpo.gc.ca>; Kieran, Yvette-Marie <Yvette-Marie.Kieran@dfo-mpo.gc.ca>; Girouard, Roger <Roger.Girouard@dfo-mpo.gc.ca>; McNish, Joanne <Joanne.McNish@dfo-mpo.gc.ca>; Heap, David <David.Heap@dfo-mpo.gc.ca>; Hunt, Cliff <Cliff.Hunt@dfo-mpo.gc.ca>; Bain, Brian <Brian.Bain@dfo-mpo.gc.ca>
Subject: [redacted] Tug Jake Shearer Incident

Derek & JJ

[redacted]

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Perhaps there's opportunity to start this discussion this week at OEB amongst IM group?

Brian

Brian Wootton

Regional Director, Incident Management
Canadian Coast Guard (W)
Fisheries & Oceans Canada / Government of Canada
Brian.Wootton@dfo-mpo.gc.ca / Tel : 250-480-2711

Directeur régional, Gestion des incidents
Garde côtière canadienne
Pêches et Océans Canada / Gouvernement du Canada
Brian.Wootton@dfo-mpo.gc.ca / Tél : 250-480-2711

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s.21(1)(b)
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Dait, Haydee

From: Henthorne, Colin
Sent: 2018–March-20 2:06 PM
To: Dait, Haydee
Subject: ATIP: JAKE SHEARER: FW: Barge Adrift Case 2017
Attachments: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL; Jake Shearer Incident Brief FINAL (November 30 2017).ppt

From: Evans, Clay
Sent: January-30-18 10:59 AM
To: Paul Rudden; Ormiston, Glenn
Cc: Denman, Geoffrey; Mahdi, Jonathan; Henthorne, Colin; Bennett, Bob; Middleton, Andrea
Subject: RE: Barge Adrift Case 2017

Hi Paul,

Was on for the Jake Shearer at JRCC.

Here's info from the ROC side.

I have cc'd Colin to send the SAR log and Bob Bennett, Supt of ROC (W) and/or Andrea Middleton (Deputy ROC) may have an AAR/hotwash discussion paper?

Basically, very intense comms thoughout – very lucky that the pusher tug was able to get two personnel on the barge to drop the anchor given the sea conditions – and that a capable 'tug of opportunity' was available.

In the end JRCC had to juggle three tugs, two of which were towing large barges, in order to get the best resource on scene.

[redacted]

Clay

From: Paul Rudden [redacted]
Sent: January-30-18 5:31 AM
To: Ormiston, Glenn; Evans, Clay
Cc: Denman, Geoffrey; Mahdi, Jonathan
Subject: Barge Adrift Case 2017

Good morning Glenn and Clay,
We had a call yesterday with the Nuxalk nation's rep Ernie Tallio and he stated that the management of the Jake Shearer barge adrift incident last year was an example of good incident management especially the use of a tug of opportunity to resolve the problem.

I am not aware of any incident report or hot wash document, do you know if any were completed? If not, is it possible to get copies of the incident logs at JRCC and ROC so that I can review and possibly include a summary in the Analysis Report?

No information has been removed or severed from this page
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Thanks,

Paul Rudden
613-852-5542
Consultant in Emergency Management and Operations

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Dait, Haydee

From: ROC1 / COR1 (DFO/MPO)
Sent: 2017–December-02 12:14 PM
To: Middleton, Andrea; Ormiston, Glenn; Thirkell, Darcene; Webb, Nathan; XNAT, CCG Incident GCC
Subject: 17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

17-114 - INCIDENT SITREP, ER, JAKE SHEARER- FINAL

FINAL – TUG JAKE SHEARER – GOOSE ISLAND

1. CCG Region/Incident Name:
   Western / tug Jake Shearer
2. Incident Category/Type:
   MARINE / M2
3. Date/Time: 2 Dec 2017 / 1210PST
4. Primary Department(s)/Agency(s):
   CCG / JRCC / ER / TC / ROC /
5. Supporting Departments/Agencies:
   CCG / JRCC / ER / TC / EMBC / ROC / HEILTSUK NATION / HARLEY MARINE/ WCMRC/
6. Regional Location:
   a. Province/Territory:
   British Columbia
   b. City: N/A
   c. Amplifying location details (as required):
   Queen Charlotte Sound – Goose Island
7. Current Situation:

At 1541 PST, 26 Nov. 2017, composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge. The barge is loaded with 3.5 million litre of diesel and approx. .5 million litres of gasoline. at 1830 PST, crew from the barge was able to deploy an anchor from the barge. The barge is currently anchored and holding position .5 nm west of Gosling Rocks. CCGS Gordon Reid arrived on scene at 1940 PST. Will standby for safety of 2 crew members on barge. CCGS Cape St. James arrived on scene . Tug Norma H now proceeding to scene. ETA 0400 PST. Tug Gulf Cajun intends to drop barge in Bella Bella and also proceed to scene. No ETA at this time. CCGS Cape St. James standing down. Tug Gulf Cajun passed tow of dangerous goods to Norma H and has now taken over as the primary response tug. Gulf Cajun currently on scene with the barge, attaching tow line. CCGS Gordon Reid and Jake Shearer standing by. Update to follow. Gulf Cajun seeking direction on destination for barge. Tug Gulf Cajun now abeam Ivory Island, Seaforth Channel, with barge in tow. CCGS Gordon Reid and tug Jake Shearer accompanying to Norman Morrison Bay. All vessels now in sheltered waters. SAR operations concluded. Jack Shearer, and Gulf Cajun are anchored in Norman Morison Bay with the barge. Precautionary boom around Jack Shearer. Gordon Reid running weather courses overnight in Raymond Passage. Currently no change in the position of the barge. Two Transport Canada safety inspectors are now onboard conducting an inspection. Standby for daily update tomorrow morning. Current actions: continue to inspect the tug and barge, monitor stability and cooperate with all stakeholders involved with this incident. The situation is stable and resources are starting to leave in anticipation that environmental risk is minimal and the tug and barge will likely be transiting south soon. Divers are in the water right now continuing their inspection. Heiltsuk Nation observer onboard the Gordon Reid will be departing at 1730 PST today. ICP in port hardy still active. CCG ER will start to demobilize, however will fully continue to support the operation in full. Current

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actions: The intension is to have the repairs complete this evening and have the tow plan completed for tomorrow morning. Divers are waiting for the epoxy to cure and then will be doing a follow up dive for inspection of the repairs. Transport Canada and ABS anticipate that approval should be passed tonight for estimated departure at 1200 Dec 2. December 2 at 1210 PST, the barge Ziddle Marine 277 departed the Anchorage in Norman Morison under tow by the Tug Earl Redd and with the tug Jake Shearer as the Stern assist vessel (in the barge notch). Vessels have been cleared by TC to proceed. USCG has cleared the vessels to enter US water (Alaska). CCGS to accompany /escort the vessels through Canadian Waters.

8. Actions Taken:

ER VICTORIA: - 1515l environmental response accepts transfer of command from JRCC.
Equipment trailers from sea island and Victoria depot staged in port hardy
Bartlett eta port hardy 0700l November 28

JRCC Victoria: Gordon Reid tasked. ON SCENE.
Tug Norma H. contracted to assist. Will be dropping its own tow at Dug Out Rocks before proceeding to assist.
No eta at this time. Barge dropped and enroute. ETA 0400 PST. Norma H took dangerous cargo barge from tug Gulf Cajun and is now taking that south to Seattle.
Tug North Arm Prowler and Ocean Clipper contracted to assist Norma H
with barge transfer at Dug Out Rocks. Barge from Norma H passed off to Ocean Clipper and is running weather courses in Rivers Inlet.
District 17 (USCG) to look into air launched tow assist kits. Will advise. Available if required but would take at least 7 hours to arrive.

9. Media/Public Communications:

Media attention is increasing. Public affairs have been briefed and are answering media calls to JRCC.

10. Activities Next 24 Hours:

Awaiting arrival of capable tug. Barge to be towed to safe refuge, upcoming weather a large factor in choice. Destination to be discussed. Tug and barge to be anchored in Norman Morrison Bay where inspection of vessels to take place. Tc inspectors arriving on scene tomorrow. Cg helicopter bringing additional personnel to the scene from port hardy, unified command established with IC's from CCG, BC MOE, Heiltsuk Nation, and responsible party Harley marine. Intend ICP to commence operations November 28 0700. Tc inspectors are on scene and continue to inspect the vessel and barge. Divers currently in the water. Towing vessel and the barge may leave in the next day, subject to TC and USCG inspection. Intent is for coast guard ER to pass lead to transport Canada tomorrow.

11. Environmental Factors:

Pollution potential if barge goes aground.
Wind SE 30-40 kts, Wave height 9 feet, Air temp. 6

12. Significant Issues:

2 crew now on barge that will need taking off. Tug not currently able to effect the recovery of these crew members. Crew members on board barge are ok. Assisting with hook up of tow from Gulf Cajun. On coming heavy weather again a factor. THERE IS APPROXIMATELY 13.3 MILLION litres in the barge. Discrepancy addressed in 1600 PST teleconference today.

13. Personnel Status:

a. CCG: ops normal
b. Others: ops normal

14. Equipment Status:

a. CCG: ops normal
b. Others: ops normal

15. New Requirements:

JRCC leading case until ER EOC is stood up and takes over as lead. JRCC Victoria leading case until ER EOC stood up and 2 crew have been evacuated from barge. Case to be handed over to environmental response when safety of crew on barge confirmed and barge is securely under tow and away from shore. All involved vessels now in sheltered waters. Case being handed over to environmental response. CCG ER has requested Harley marine provide a towing plan for discussion with TC and cg before departure.

16. Command Assessment:

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17. Next SITREP will be provided at : N/A

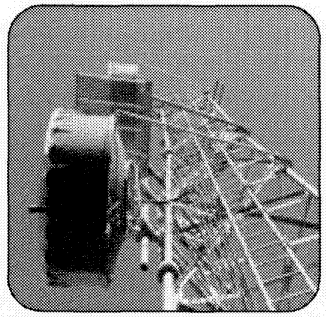
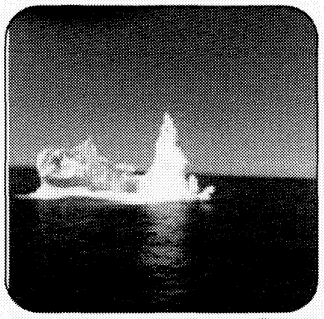
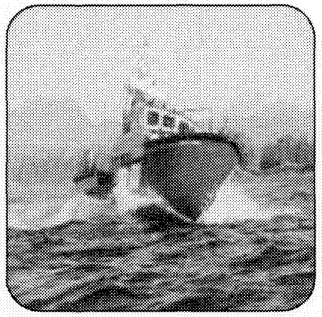
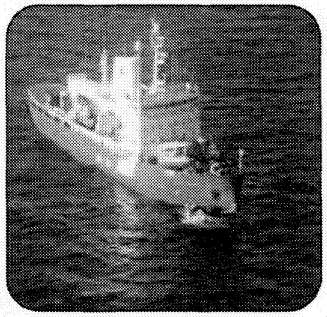
DISCLAIMER **This Information is preliminary and subject to change. Further, the information given for some occurrences may not have been verified / validated by CCG. Therefore, caution should be used when using this information.

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Pêches et Océans Canada | Fisheries and Oceans Canada

Garde côtière canadienne | Canadian Coast Guard

Sécurité d'abord, Service constant

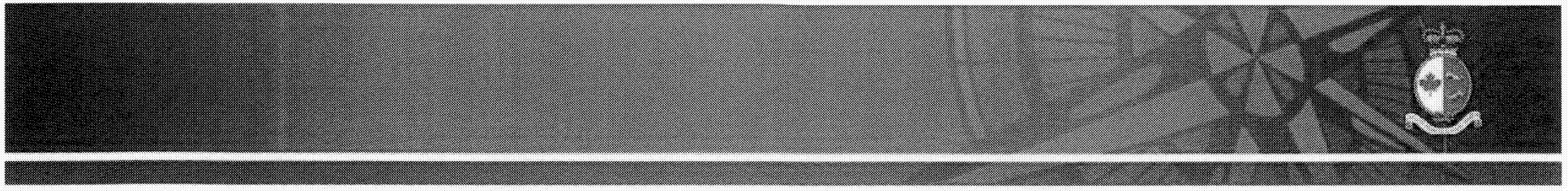






Incident Brief FINAL

Tug Jake Shearer / Barge Adrift / Nov. 30, 2017

SAR/ER – Level 2

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Description of threat/incident:

At 1600LT, 26 Nov. 2017, Composite unit tug Jake Shearer lost control of its barge south of Goose Island, Queen Charlotte Sound. 30 kt. Southerly winds and 5 m seas have made it impossible for the tug to regain control of the barge.

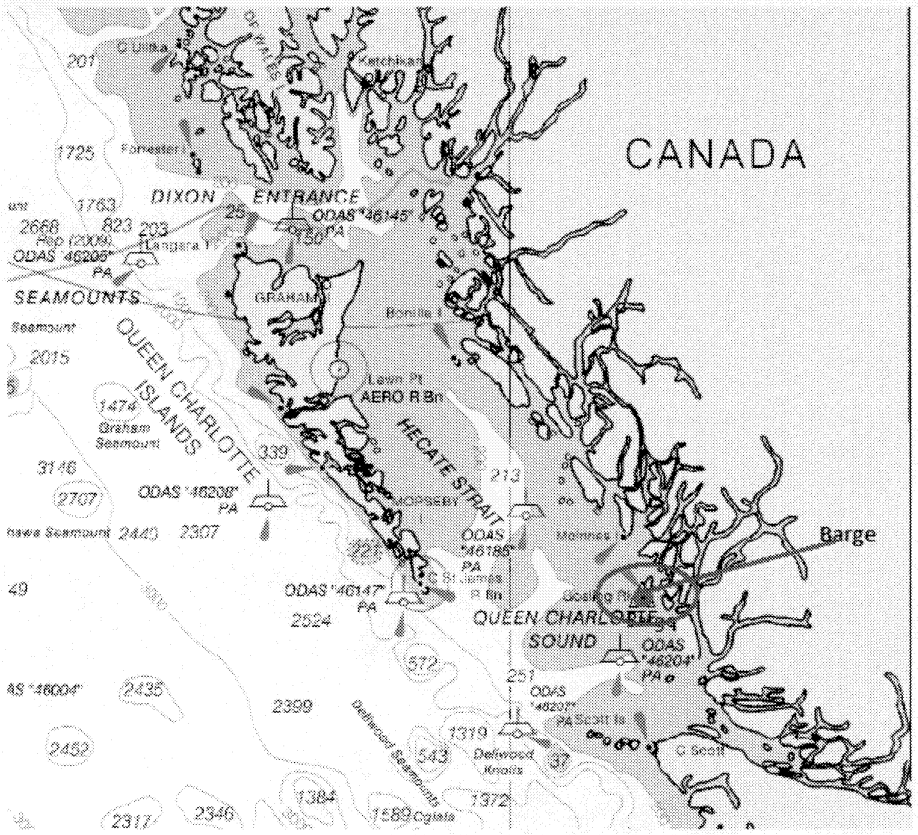
The total amount of petroleum on the barge is 12 523 550 Litres.

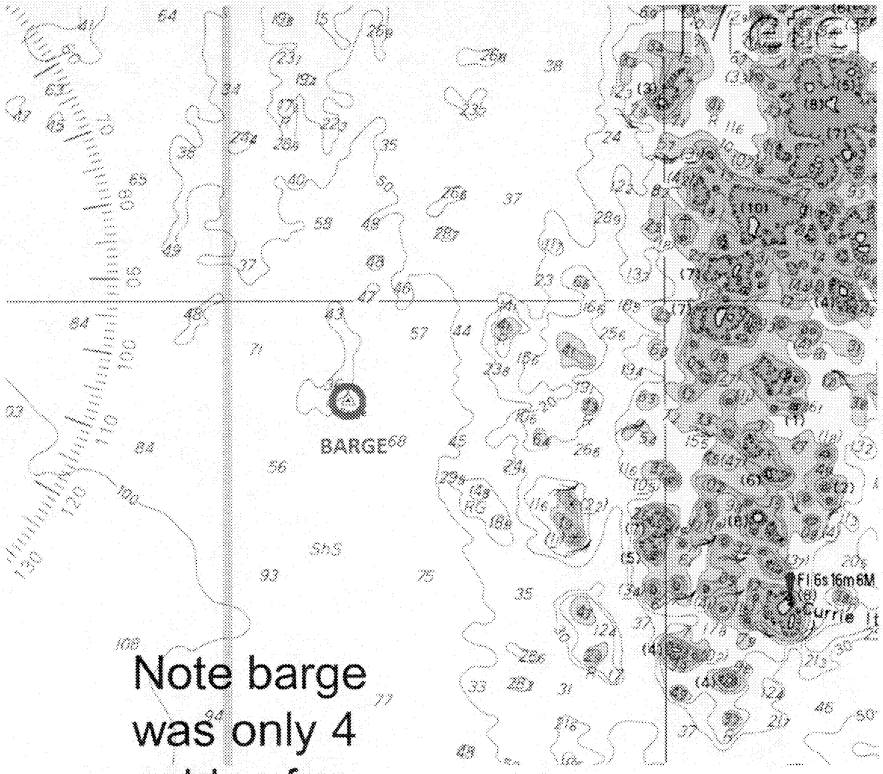
Geographic location of threat / incident:

- **Queen Charlotte Sound, Central Coast, BC**

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Original Location





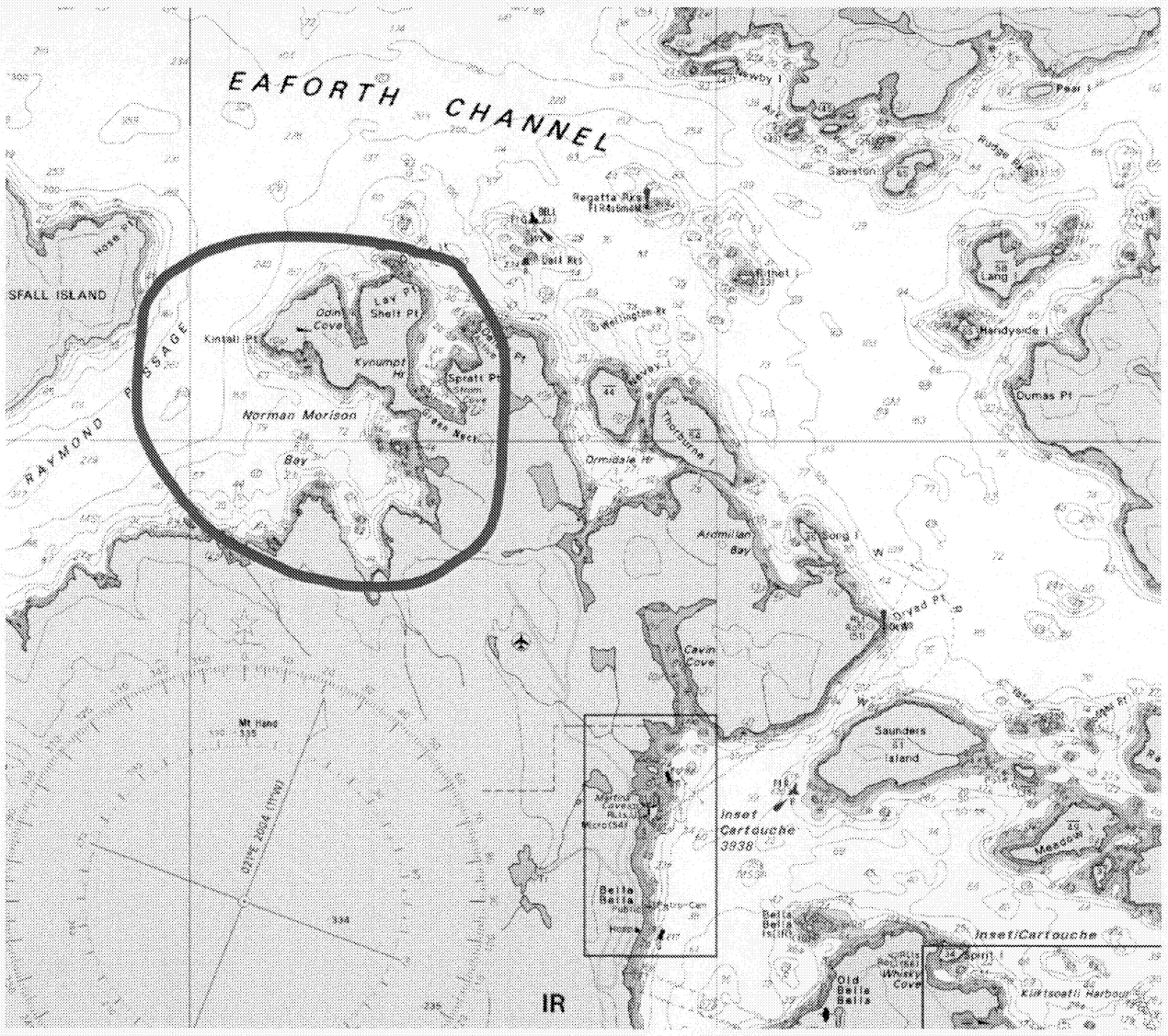
Note barge was only 4 cables from grounding hazard

Original positions.

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Current Position

At anchor in Norman Morison Bay.



001777

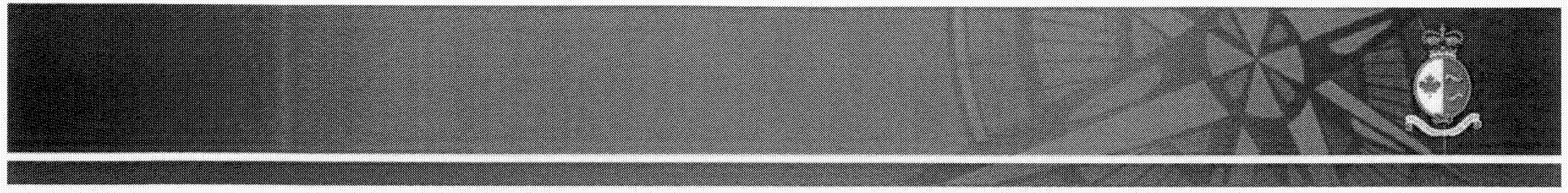
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Tug Jake Shearer Barge Adrift – Queen Charlotte Sound

USCG Doc #: 1255668
Owner: HARCO Marine LLC, Seattle, WA
Operator: Olympic Tug & Barge, Seattle, WA
Flag: USA
Hailing Port: Portland, OR
Call Sign: WDI2337
Length: 35.36 m
Beam: 10.97 m
Draught: 4.27 m
Tonnage: 261 GT/177 NT
Year of Build: 2015



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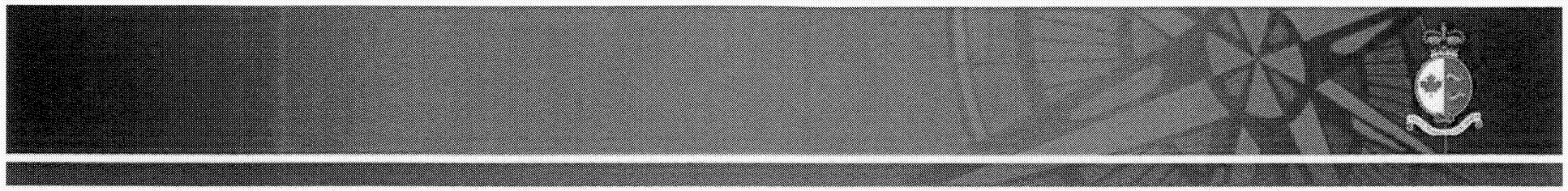
Critical Information Requirements

- Onsite dive report, vessel classification society (ABS) clearance and tow plan.
- Onsite TC inspectors to have cleared vessel to depart Norman Morrison, transit through Canadian Waters to Alaska
- USCG Flag State inspector to board vessel at approx. 1200 for inspection for entry to US waters.
- Arrival time of Canadian Coast pilot.

Departments/Agencies currently involved:

EMBC
Heiltsuk Nation
MOE
ECCC
WCMRC
CCG
TC
DFO
Pacific Pilotage Authority

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- **Potential impact of incident/threat:**
- **No longer a threat to pollute**

Media attention *(current)* :

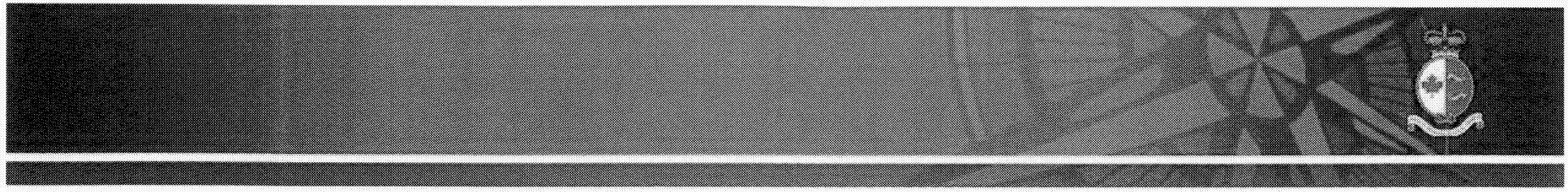
- **Province wide media attention – Current**
- **Communications: Unified Command media lines being drafted with RP, CCG, Heiltsuk, BCMOE.**

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Next steps:

- US Tug Earl W Redd, dispatched from Washington, will tow the barge north for Ketchikan once released. Jake Shearer will follow.
- The Earl W Redd will have a pilot onboard.
- CG Incident Commander (Brady) to transit to Bella Bella to debrief with Heiltsuk.

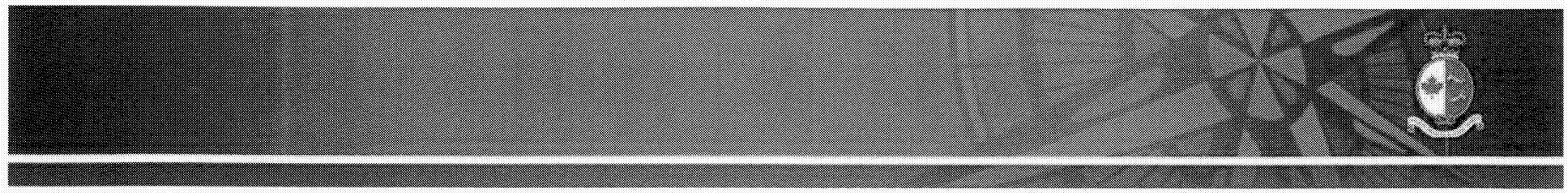
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Regional: Resources

- CCGS Bartlett loaded E/R equipment. At anchor in Hardy Bay. Will be released upon confirmation from TC that vessel is cleared to depart Canadian waters and Gordon Reid C/C complete.
- CCGS Gordon Reid Crew change today in Port Hardy, released from incident
- ICP in Port Hardy closed at 1000L.
- Oval Bay, and boom trailer have returned to Victoria
- Jake Shearer, and Earl W Redd are anchored in Norman Morison Bay with the barge. Precautionary boom around Jake Shearer.

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National:

- Prepare for media & political attention
- Prepare for OGD support at national level

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Wong, Helen

From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: February-02-18 2:21 PM
To: Wong, Helen
Cc: Bradbury, Daria
Subject: RE: Jake Shearer - Vessels ifleet report
Attachments: Helen Request.JPG

Hi Helen, Sorry for the delay. I am seeing activity/fuel data now for the Bartlett. [redacted] please call me on Monday to discuss what you need exactly.

Cheers,
-Ben

From: Wong, Helen
Sent: February 1, 2018 13:46
To: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Cc: Bradbury, Daria
Subject: FW: Jake Shearer - Vessels ifleet report

Hi Ben/Roxanne,

Just want to do a quick follow up on this one. Will you be able to run another report to ensure there is no activity data on the G. Reid between Nov 26 at 1700 and the morning of Nov 30?

Thank you,
Helen

From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: December-07-17 12:33 PM
To: Wong, Helen
Cc: Bradbury, Daria
Subject: RE: Jake Shearer - Vessels ifleet report

Hi Helen,

The fuel data for the Bartlett is insufficient (no fuel data beyond Nov 28), and the Activity Data for the G. Reid is insufficient in iFleet (last activity record ended 2017-10-28 06:49).

Do you need this data ASAP? I suggest we wait until next week to run the report again. This will give Roxanne time to contact the regional reps and get the data inputted. [redacted]

Cheers,
-Ben

From: Wong, Helen
Sent: December 6, 2017 14:19

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To: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: RE: Jake Shearer - Vessels ifleet report

Hi Ben,

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Thank you for your help!
Helen

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Hi Helen,

[redacted] I can pull the report for you.

What days do you need for the G Reid and Bartlett ?

Cheers,
-Ben

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Subject: Jake Shearer - Vessels ifleet report

Hi Roxanne,

We just wrapped up the Jake Shearer incident up in Goose Island. The Gordon Reid and the Bartlett were involved with the response. I am wondering if you could kindly provide me with the daily tasking and fuel for each of the vessel that would be great. Same report as you sent me for the Nathan E Stewart (attached).

Thank you,
Helen

From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-31-17 6:36 AM
To: Wong, Helen; NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: RE: Emailing: NE Stewart Vessels Timeline
Hi Helen.

When it is Elapsed days if the vessel performed 2 different Program/Client it is "1" for each if it would we Prorated days it would be (.50 for each or .25 and .75) but it would be equal to "1"

Definition of Elapsed days.... **Elapsed Operational Day** – A method of accounting for the total planned vessel requirement by each client.
Prorated Operational Day – A method of planning the vessel time for each client when that vessel is assigned to more than one client at the same time. The purpose of weighting in the context of planning is solely for proper cost attribution based on usage.

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[redacted]

Thank you.
Roxanne

From: Wong, Helen
Sent: October-28-17 7:08 PM
To: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: RE: Emailing: NE Stewart Vessels Timeline

Hello Roxanne,

Just got time to look into the doc you sent me couple weeks ago and I have a question I hope you can assist me with.

John P. Tully	Marine Aids to Navigation	1.00	5,210
	Environmental Response	1.00	5,210

- if a vessel performed 2 different tasks on the same day and both activities were assigned "1". Does that mean the vessel carried out the 2 activities simultaneously?

Thank you for your time.

Helen Wong
Environmental Response
4260 Inglis Drive
Richmond BC
V7B 1L7

-----Original Message-----
From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-17-17 10:55 AM
To: Wong, Helen
Subject: RE: Emailing: NE Stewart Vessels Timeline

You are welcomed anytime.

-----Original Message-----
From: Wong, Helen
Sent: October-17-17 1:19 PM
To: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Hi Roxanne,

Just wanted to say thank you for the info. This is exactly what I am looking for. Your help is much appreciated.

Helen Wong

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Environmental Response
4260 Inglis Drive
Richmond BC
V7B 1L7

-----Original Message-----
From: Birchard, Terry
Sent: October-17-17 8:39 AM
To: Wong, Helen
Subject: FW: Emailing: NE Stewart Vessels Timeline

Helen
Is this what you are looking for?

Terry

-----Original Message-----
From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-17-17 6:25 AM
To: Birchard, Terry
Cc: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Hi Terry.....

I provided that October 2 for Helen Wong.....she's asking for the same thing....is that what she's looking for.

Please confirmed.

Thank you.
Roxanne

-----Original Message-----
From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-02-17 10:36 AM
To: Birchard, Terry
Cc: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Hi Terry,

I am not sure if this is what she's looking for the only thing that I could provide her is the actual for Oct 13, 2016 until November 23, 2017...

Here it is....

Thank you
Roxanne

-----Original Message-----

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From: Birchard, Terry
Sent: September-28-17 3:47 PM
To: Lalonde, Roxanne
Cc: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Roxanne
Could you please assist us with this requirement, or if you have some reference material on the procedure for this, I can attempt to do it

Terry

-----Original Message-----
From: Cimmino, Cinzia
Sent: September-28-17 12:30 PM
To: Birchard, Terry
Subject: FW: Emailing: NE Stewart Vessels Timeline

-----Original Message-----
From: Wong, Helen
Sent: September-28-17 12:14 PM
To: Cimmino, Cinzia
Subject: Emailing: NE Stewart Vessels Timeline

Hi Cinzia,

Attached fleet timeline in response to Nathan E Stewart. If you could get me the daily tasking and fuel for each day they were tasked to the incident that would be a tremendous help.

Thank you very much!

Helen Wong
Environmental Response
4260 Inglis Drive
Richmond BC
V7B 1L7

Your message is ready to be sent with the following file or link attachments:

NE Stewart Vessels Timeline

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

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Vessel Name: Bartlett AND Date: Between 26-Nov-17 and 30-Nov-17 AND ProgramDescription: Environmental Response

Date: Ascending order; Posture Elapsed Days (Parent/Child-centric): Ascending order

Vessel Name	Date	Program Description	Posture Elapsed Days (Parent/Child-centric)	Fuel Consumed (in litre)
Bartlett	26-Nov-17	Environmental Response	1.00	870
Bartlett	27-Nov-17	Environmental Response	1.00	2,690
Bartlett	28-Nov-17	Environmental Response	1.00	7,360
Bartlett	29-Nov-17	Environmental Response	1.00	1,030
Bartlett	30-Nov-17	Environmental Response	1.00	2,130
Summary			**5.00**	**14,080**

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Wong, Helen

From: Lalonde, Roxanne
Sent: February-13-18 5:12 AM
To: Wong, Helen
Cc: Langley, Benjamin; Bradbury, Daria
Subject: RE: Jake Shearer - Vessels ifleet report

Hi Helen,

Here are the details for Gordon Reid ….I put starting Nov 25, 2017 to Dec1, 2017 so you can't see more details.

If you need more information, please do not hesitate to contact me.

Thank you

Gordon I

Vessel Name: Gordon Reid AND Date: Between Nov 25, 2017 and Dec 1, 2017

Date: Ascending order

Vessel Name	Program Description	Date	Activity is Planned (Parent/Child-centric)	Posture Elapsed Days (Parent/Child-centric)
Gordon Reid	Search and Rescue	Nov 25, 2017	Yes	1.00
Gordon Reid	Search and Rescue	Nov 26, 2017	Yes	1.00
Gordon Reid	Environmental Response	Nov 27, 2017	No	0.35
Gordon Reid	Search and Rescue	Nov 27, 2017	Yes	1.00
Gordon Reid	Environmental Response	Nov 28, 2017	No	1.00
Gordon Reid	Search and Rescue	Nov 28, 2017	Yes	1.00
Gordon Reid	Environmental Response	Nov 29, 2017	No	0.69
Gordon Reid	Search and Rescue	Nov 29, 2017	Yes	1.00
Gordon Reid	Search and Rescue	Nov 30, 2017	Yes	1.00
Gordon Reid	Search and Rescue	Dec 1, 2017	Yes	1.00
Summary				**9.04**

From: Langley, Benjamin
Sent: February-12-18 4:42 PM
To: Bradbury, Daria
Cc: Lalonde, Roxanne
Subject: RE: Jake Shearer - Vessels ifleet report

She may have contacted Roxanne since then to get the report, but I haven't heard from her.
Cheers,
-Ben

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From: Bradbury, Daria
Sent: February 12, 2018 16:40
To: Langley, Benjamin
Subject: FW: Jake Shearer - Vessels ifleet report

Did we get back to Helen??

Daria

From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: February-02-18 5:21 PM
To: Wong, Helen
Cc: Bradbury, Daria
Subject: RE: Jake Shearer - Vessels ifleet report

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Richmond BC
V7B 1L7

-----Original Message-----
From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-17-17 10:55 AM
To: Wong, Helen
Subject: RE: Emailing: NE Stewart Vessels Timeline

You are welcomed anytime.

-----Original Message-----
From: Wong, Helen
Sent: October-17-17 1:19 PM
To: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Hi Roxanne,

Just wanted to say thank you for the info. This is exactly what I am looking for. Your help is much appreciated.

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Helen Wong
Environmental Response
4260 Inglis Drive
Richmond BC
V7B 1L7

-----Original Message-----
From: Birchard, Terry
Sent: October-17-17 8:39 AM
To: Wong, Helen
Subject: FW: Emailing: NE Stewart Vessels Timeline

Helen
Is this what you are looking for?

Terry

-----Original Message-----
From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-17-17 6:25 AM
To: Birchard, Terry
Cc: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Hi Terry.....

I provided that October 2 for Helen Wong.....she's asking for the same thing....is that what she's looking for.

Please confirmed.

Thank you.
Roxanne

-----Original Message-----
From: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Sent: October-02-17 10:36 AM
To: Birchard, Terry
Cc: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Hi Terry,

I am not sure if this is what she's looking for the only thing that I could provide her is the actual for Oct 13, 2016 until November 23, 2017...

Here it is....

Thank you

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Roxanne

-----Original Message-----
From: Birchard, Terry
Sent: September-28-17 3:47 PM
To: Lalonde, Roxanne
Cc: NCR Operational Data / Données opérationnelles RCN (DFO/MPO)
Subject: FW: Emailing: NE Stewart Vessels Timeline

Roxanne
Could you please assist us with this requirement, or if you have some reference material on the procedure for this, I can attempt to do it

Terry

-----Original Message-----
From: Cimmino, Cinzia
Sent: September-28-17 12:30 PM
To: Birchard, Terry
Subject: FW: Emailing: NE Stewart Vessels Timeline

-----Original Message-----
From: Wong, Helen
Sent: September-28-17 12:14 PM
To: Cimmino, Cinzia
Subject: Emailing: NE Stewart Vessels Timeline

Hi Cinzia,

Attached fleet timeline in response to Nathan E Stewart. If you could get me the daily tasking and fuel for each day they were tasked to the incident that would be a tremendous help.

Thank you very much!

Helen Wong
Environmental Response
4260 Inglis Drive
Richmond BC
V7B 1L7

Your message is ready to be sent with the following file or link attachments:

NE Stewart Vessels Timeline

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

s.14(b)
s.21(1)(b)
s.23

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Dait, Haydee

From: Brady, Jeff
Sent: 2018–February-16 10:59 PM
To: Murdock, Philip
Subject:

Jeff

-----Original Message-----
From: Murdock, Philip
Sent: February-16-18 1:12 PM
To: Brady, Jeff
Subject:

Thanks
Philip

Sent from my BlackBerry 10 smartphone on the Bell network.
Original Message
From: Wootton, Brian <Brian.Wootton@dfo-mpo.gc.ca>
Sent: Friday, February 16, 2018 1:09 PM
To: Girouard, Roger; Murdock, Philip
Subject:

Phil are you aware of anything further?

Brian

Sent from my BlackBerry 10 smartphone on the Bell network.
Original Message
From: Girouard, Roger
Sent: Friday, February 16, 2018 7:15 AM
To: Wootton, Brian; Murdock, Philip
Subject:

Can you answer?
R

-----Original Message-----
From: Dick, Robert [mailto:Robert.Dick@tc.gc.ca]

s.14(b)
s.21(1)(b)
s.23
Document Released Under the Access to Information Act / Document divulgué en vertu de la Loi sur l'accès à l'information.

Sent: February-16-18 7:03 AM
To: Myers, Yvette; Schultz, Henry; Girouard, Roger
Cc: Melaschenko, Joseph
Subject:

Sent from my BlackBerry 10 smartphone on the Rogers network.
Original Message
From: Myers, Yvette
Sent: Friday, February 16, 2018 6:53 AM
To: Schultz, Henry; Dick, Robert
Cc: Melaschenko, Joseph
Subject:

Yvette

Original Message
From: Schultz, Henry
Sent: Friday, February 16, 2018 5:29 AM
To: Dick, Robert; Myers, Yvette
Cc: Melaschenko, Joseph
Subject:

Robert, Yvette

Thanks

Henry

-----Original Message-----
From: Dick, Robert
Sent: Thursday, February 15, 2018 3:16 PM
To: Schultz, Henry <henry.schultz@tc.gc.ca>
Cc: Rascanin, Natasha <Natasha.Rascanin@tc.gc.ca>; Keenan, Michael <Michael.Keenan@tc.gc.ca>
Subject:

-----Original Message-----
From: Myers, Yvette
Sent: Tuesday, February 13, 2018 9:40 PM
To: Keenan, Michael <Michael.Keenan@tc.gc.ca>; Rascanin, Natasha <Natasha.Rascanin@tc.gc.ca>; Dick, Robert <Robert.Dick@tc.gc.ca>; Roger Girouard <roger.girouard@dfo-mpo.gc.ca>
Subject:

s.14(b)
s.21(1)(b)

No further information has been removed or severed from this page

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s.23 For your information, [redacted]

Yvette

s.19(1)

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Chang, Raymond

From: Herborg, Matthias
Sent: February-21-18 10:43 AM
To: Stuyt, Shannon
Cc: Benoy, Nicholas
Subject: RE: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer

It is way buried in that email

Matthias

From: Stuyt, Shannon
Sent: 2018–February-21 10:41 AM
To: Herborg, Matthias
Cc: Benoy, Nicholas
Subject: RE: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer

Thank you! I knew I had one somewhere :P

Shannon Stuyt, M.Sc.
Science Advisor and Environmental Incident Coordinator / Conseillère scientifique et coordinatrice des incidents environnementaux
Environment and Biodiversity Science / Sciences de l'environnement et de la biodiversité
Fisheries and Oceans Canada / Pêches et Océans Canada
Government of Canada / Gouvernement du Canada
Shannon.Stuyt@dfo-mpo.gc.ca / 613-697-2603

Government of Canada / Gouvernement du Canada

Canada

From: Herborg, Matthias
Sent: February-21-18 1:40 PM
To: Stuyt, Shannon
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Hi

There is one wmv file in there which shows the spill progressing

Matthias

From: Chiang, Eric
Sent: 2017–November-27 7:50 AM
To: Herborg, Matthias

s.16(2)

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Cc: Stuyt, Shannon
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

FYI on trajectory models.
Eric

From: Brady, Jeff
Sent: Monday, November 27, 2017 7:47 AM
To: ROC Planning Officer / agent de planification COR (DFO/MPO); Wootton, Brian; Murdock, Philip
Cc: McNish, Joanne; NCC / CCN (DFO/MPO); Raymond, Chris (EC/EC) (chris.raymond@canada.ca); Chiang, Eric
Subject: FW: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer

Attached are media files for a MASS release, if it occurred.

Please be careful when interpreting this, as it is a worst case scenario (Instantaneous release of all oils). It is much more realistic to have a slow release over 72hs, which has also been requested.

As well, the grey show where oil was, not is.

WMV file is a video.

Jeff Brady
Deputy Superintendent, Environmental Response
Canadian Coast Guard
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

Suritendant associé- Intervention environnementale
Garde côtière canadienne
Jeff.Brady@dfo-mpo.gc.ca / Tel: 604-816-7432

To report marine pollution call 1-800-889-8852

From: CNUE / NEEC (EC) [mailto:ec.cnue-neec.ec@canada.ca]
Sent: November-27-17 7:39 AM
To: Martens, Michael
Cc: Brady, Jeff
Subject: Trajectory model and mass balance for Laden Fuel Barge / ATB Jakes Shearer
Importance: High

Hi Mike,

Here are the trajectory model for diesel (24h) and the mass balance for the diesel and gasoline.

Please let me know if there are any problems with the attachments and if we can do anything else to support this response.

Thanks

Thierry

Cell: [redacted]

s.16(2)

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Thierry Mezzana

Agent principal, Préparation et intervention, Centre national des urgences environnementales (CNUE)
Direction des activités de protection de l'environnement / Environnement et Changement climatique Canada / Gouvernement du Canada
thierry.mezzana@canada.ca / Tél. : 514-496-8583 / Cell : [redacted] / Urgences 24/7 : 1-866-283-2333

Senior Officer, Preparedness and Response, National Environmental Emergencies Centre (NEEC)
Environmental Protection Operations Directorate / Environment and Climate Change Canada / Government of Canada
thierry.mezzana@canada.ca / Tel: 514-496-8583 / Cell : [redacted] / Emergencies 24/7 : 1-866-283-2333

s.16(2)
s.19(1)

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D'sa, Leslie

From: Murdock, Philip
Sent: Monday, March 19, 2018 1:42 PM
To: [redacted]
Cc: Anne Legars (Anne.Legars@sopf-cidphn.gc.ca); David.Cote@sopf-cidphn.gc.ca; LeBlanc, Michèle (NCR)
Subject: RE: Jake Shearer, Zeidell Marine 277

Good Day David,

During the incident, "Unified Command" was utilized as a part of the ICS for the response. UC consisted of the CCG (lead federal agency), BC MoE (representing the province), the Heiltsuk Nation (representing the indigenous community, where the incident occurred) and the Ship Owner (Harley Marine Services, Seattle WA).

The CCG has not yet submitted its cost recovery claim to the Ship Owner.

The other members from UC can be reached at the following email addresses (and phone numbers);

[redacted]

Coast Watch Director
Box 786
Bella Bella B.C.
V0T 1Z0
(W) [redacted]
(C) [redacted]

Pader Brach
Director
Environmental Emergency Program
Ministry of Environment & Climate Change Strategy
Cell: [redacted]

Philip Murdock
Superintendent Environmental Response
Surintendant intervention environnementale
Western Region / Région de l'Ouest
Canadian Coast Guard / Garde côtière canadienne
Telephone: 250.480.2722, Cellular: [redacted]
philip.murdock@dfo-mpo.gc.ca

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From: [redacted]
Sent: March-15-18 12:49 PM
To: Murdock, Philip
Cc: Anne Legars (Anne.Legars@sopf-cidphn.gc.ca); David.Cote@sopf-cidphn.gc.ca
Subject: Jake Shearer, Zeidell Marine 277

Hello Philip,

I act for the Administrator of the SOPF in respect of the incident involving the above two vessels. CCG has provided an estimate of their claim to the SOPF. We are instructed to seek security from the vessels owner for all claims arising from the incident. Is the CCG aware of any other potential claimants regarding this incident? If so, could you please advise the name and contact information for other potential claimants.

Regards,

David

[redacted]
Associate Counsel

ALEXANDER HOLBURN

Direct: [redacted]
Fax: 604.484.9748
Email: [redacted]

ALEXANDER HOLBURN BEAUDIN + LANG LLP
Barristers + Solicitors
2700 - 700 West Georgia Street Vancouver, BC Canada V7Y 1B8
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ATIP 17-01166 Jake Shearer VAJ (audio playlist).txt

2017-Nov-26	23:36:56	00:00:08	Prince Rupert	028 Calvert 11
2017-Nov-26	23:37:04	00:01:13	Prince Rupert	028 Calvert 11
2017-Nov-26	23:38:26	00:01:42	Prince Rupert	028 Calvert 11
2017-Nov-26	23:40:20	00:00:08	Prince Rupert	028 Calvert 11
2017-Nov-26	23:40:31	00:00:44	Prince Rupert	028 Calvert 11
2017-Nov-26	23:41:42	00:00:32	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:42:15	00:00:48	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:43:18	00:01:33	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:45:06	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:46:14	00:00:06	Prince Rupert	028 Calvert 11
2017-Nov-26	23:46:17	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:46:22	00:00:07	Prince Rupert	028 Calvert 11
2017-Nov-26	23:46:29	00:00:07	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:46:39	00:00:43	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:47:12	00:00:38	Prince Rupert	028 Calvert 11
2017-Nov-26	23:47:40	00:00:24	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:47:51	00:00:11	Prince Rupert	028 Calvert 11
2017-Nov-26	23:48:04	00:01:06	Prince Rupert	028 Calvert 11
2017-Nov-26	23:48:33	00:00:27	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:51:30	00:00:52	Prince Rupert	029 Calvert 71
2017-Nov-26	23:52:54	00:00:30	Prince Rupert	028 Calvert 11
2017-Nov-26	23:53:25	00:00:27	Prince Rupert	028 Calvert 11
2017-Nov-26	23:54:35	00:02:35	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:57:11	00:01:04	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:59:12	00:00:10	Prince Rupert	026 Calvert 83A
2017-Nov-26	23:59:54	00:00:44	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:01:19	00:00:08	Prince Rupert	028 Calvert 11
2017-Nov-27	00:01:28	00:00:22	Prince Rupert	028 Calvert 11
2017-Nov-27	00:01:51	00:00:37	Prince Rupert	028 Calvert 11
2017-Nov-27	00:02:30	00:00:17	Prince Rupert	028 Calvert 11
2017-Nov-27	00:02:51	00:00:11	Prince Rupert	028 Calvert 11
2017-Nov-27	00:03:06	00:00:33	Prince Rupert	028 Calvert 11
2017-Nov-27	00:05:58	00:00:07	Prince Rupert	028 Calvert 11
2017-Nov-27	00:06:09	00:00:27	Prince Rupert	028 Calvert 11
2017-Nov-27	00:06:35	00:02:54	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:10:42	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:11:07	00:00:22	Prince Rupert	028 Calvert 11
2017-Nov-27	00:11:38	00:00:41	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:12:20	00:00:42	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:13:13	00:00:15	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:13:42	00:00:10	Prince Rupert	025 Calvert 16
2017-Nov-27	00:13:43	00:00:05	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:15:17	00:00:43	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:15:49	00:00:05	Prince Rupert	025 Calvert 16
2017-Nov-27	00:16:01	00:01:18	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:16:01	00:00:21	Prince Rupert	025 Calvert 16
2017-Nov-27	00:17:22	00:00:39	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:18:17	00:01:29	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:19:07	00:00:22	Prince Rupert	025 Calvert 16
2017-Nov-27	00:19:51	00:00:15	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:20:17	00:01:10	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:21:29	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:21:37	00:00:26	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:23:46	00:01:56	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:25:49	00:00:41	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:28:32	00:00:10	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:28:46	00:00:26	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:29:21	00:01:06	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:30:29	00:00:31	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:31:03	00:00:14	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:31:24	00:00:15	Prince Rupert	026 Calvert 83A
2017-Nov-27	00:31:48	00:00:10	Prince Rupert	025 Calvert 16
2017-Nov-27	00:32:01	00:00:27	Prince Rupert	026 Calvert 83A

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2017-Nov-27 00:32:46	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:33:07	00:00:12	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:33:28	00:00:49	Prince Rupert	028 Calvert 11
2017-Nov-27 00:34:18	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:34:32	00:00:50	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:35:25	00:00:44	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:36:25	00:00:07	Prince Rupert	028 Calvert 11
2017-Nov-27 00:36:33	00:00:15	Prince Rupert	028 Calvert 11
2017-Nov-27 00:36:44	00:03:00	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:40:12	00:01:21	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:44:14	00:00:19	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:46:39	00:00:36	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:47:16	00:00:54	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:48:21	00:00:16	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:48:50	00:00:43	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:49:39	00:00:46	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:52:42	00:00:29	Prince Rupert	026 Calvert 83A
2017-Nov-27 00:58:33	00:00:40	Prince Rupert	025 Calvert 16
2017-Nov-27 01:05:27	00:00:50	Prince Rupert	028 Calvert 11
2017-Nov-27 01:13:24	00:00:44	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:14:32	00:00:09	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:15:19	00:00:41	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:16:26	00:00:55	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:17:24	00:00:23	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:19:23	00:00:37	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:22:54	00:00:07	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:23:03	00:00:45	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:25:28	00:00:09	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:25:47	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:26:57	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:27:21	00:00:07	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:27:29	00:01:29	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:28:59	00:00:38	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:29:46	00:00:24	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:31:21	00:00:38	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:32:32	00:00:08	Prince Rupert	028 Calvert 11
2017-Nov-27 01:33:09	00:00:20	Prince Rupert	028 Calvert 11
2017-Nov-27 01:33:31	00:00:09	Prince Rupert	028 Calvert 11
2017-Nov-27 01:35:05	00:00:05	Prince Rupert	026 Calvert 83A
2017-Nov-27 01:38:54	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:00:16	00:00:26	Prince Rupert	028 Calvert 11
2017-Nov-27 02:01:34	00:00:44	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:02:23	00:00:34	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:05:16	00:00:37	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:06:16	00:00:23	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:11:50	00:03:05	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:11:55	00:00:18	Prince Rupert	028 Calvert 11
2017-Nov-27 02:12:14	00:01:08	Prince Rupert	028 Calvert 11
2017-Nov-27 02:13:27	00:00:38	Prince Rupert	028 Calvert 11
2017-Nov-27 02:15:05	00:00:37	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:15:54	00:00:12	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:22:54	00:00:10	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:28:16	00:01:22	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:31:25	00:01:00	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:36:24	00:00:07	Prince Rupert	028 Calvert 11
2017-Nov-27 02:36:31	00:00:33	Prince Rupert	028 Calvert 11
2017-Nov-27 02:37:14	00:01:10	Prince Rupert	028 Calvert 11
2017-Nov-27 02:38:12	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:40:04	00:01:31	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:41:39	00:00:15	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:41:55	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:42:33	00:00:32	Prince Rupert	026 Calvert 83A
2017-Nov-27 02:42:50	00:00:07	Prince Rupert	028 Calvert 11

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2017-Nov-27	02:43:02	00:00:08	Prince Rupert	028	Calvert 11
2017-Nov-27	02:43:12	00:00:47	Prince Rupert	028	Calvert 11
2017-Nov-27	02:44:02	00:00:08	Prince Rupert	028	Calvert 11
2017-Nov-27	02:44:09	00:00:07	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:44:44	00:00:56	Prince Rupert	028	Calvert 11
2017-Nov-27	02:45:40	00:00:25	Prince Rupert	028	Calvert 11
2017-Nov-27	02:46:36	00:00:07	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:46:44	00:01:14	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:50:49	00:01:20	Prince Rupert	028	Calvert 11
2017-Nov-27	02:51:04	00:00:12	Prince Rupert	025	Calvert 16
2017-Nov-27	02:51:14	00:00:07	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:52:08	00:00:08	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:52:19	00:00:20	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:52:45	00:01:57	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:53:38	00:01:03	Prince Rupert	028	Calvert 11
2017-Nov-27	02:55:06	00:00:07	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:55:16	00:00:37	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:57:01	00:00:05	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:57:08	00:00:26	Prince Rupert	028	Calvert 11
2017-Nov-27	02:57:21	00:00:06	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:57:28	00:00:06	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:58:03	00:00:28	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:59:27	00:00:24	Prince Rupert	026	Calvert 83A
2017-Nov-27	02:59:57	00:00:14	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:01:37	00:00:40	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:02:22	00:00:57	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:04:52	00:00:30	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:05:25	00:00:40	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:26:00	00:00:07	Prince Rupert	028	Calvert 11
2017-Nov-27	03:26:16	00:00:42	Prince Rupert	028	Calvert 11
2017-Nov-27	03:27:11	00:01:01	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:28:14	00:00:24	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:28:39	00:00:16	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:29:04	00:00:11	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:29:35	00:03:12	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:30:53	00:00:09	Prince Rupert	028	Calvert 11
2017-Nov-27	03:32:54	00:01:14	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:34:10	00:00:13	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:34:34	00:01:05	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:35:40	00:00:11	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:36:12	00:01:23	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:37:47	00:01:30	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:39:18	00:01:23	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:41:07	00:03:25	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:44:33	00:00:55	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:45:29	00:00:13	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:45:47	00:00:21	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:46:08	00:00:32	Prince Rupert	026	Calvert 83A
2017-Nov-27	03:46:47	00:00:08	Prince Rupert	028	Calvert 11
2017-Nov-27	03:46:56	00:00:12	Prince Rupert	028	Calvert 11
2017-Nov-27	04:02:10	00:00:32	Prince Rupert	028	Calvert 11
2017-Nov-27	04:02:44	00:00:15	Prince Rupert	028	Calvert 11
2017-Nov-27	04:03:11	00:00:44	Prince Rupert	026	Calvert 83A
2017-Nov-27	04:04:21	00:01:08	Prince Rupert	026	Calvert 83A
2017-Nov-27	04:08:02	00:00:29	Prince Rupert	026	Calvert 83A
2017-Nov-27	04:09:44	00:00:50	Prince Rupert	026	Calvert 83A
2017-Nov-27	04:12:01	00:00:07	Prince Rupert	026	Calvert 83A
2017-Nov-27	04:12:13	00:00:19	Prince Rupert	026	Calvert 83A
2017-Nov-27	04:12:56	00:02:43	Prince Rupert	026	Calvert 83A
2017-Nov-27	04:15:44	00:00:46	Prince Rupert	026	Calvert 83A
2017-Nov-27	04:16:31	00:00:43	Prince Rupert	026	Calvert 83A
2017-Nov-27	04:18:14	00:00:52	Prince Rupert	028	Calvert 11
2017-Nov-27	04:19:24	00:00:58	Prince Rupert	026	Calvert 83A

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2017-Nov-27	04:42:57	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-27	04:43:28	00:00:39	Prince Rupert	026 Calvert 83A
2017-Nov-27	04:58:59	00:00:44	Prince Rupert	028 Calvert 11
2017-Nov-27	05:03:31	00:00:07	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:03:40	00:00:10	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:03:51	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:08:36	00:00:36	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:13:29	00:00:09	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:13:39	00:00:38	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:38:11	00:00:53	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:42:17	00:00:11	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:43:05	00:00:14	Prince Rupert	028 Calvert 11
2017-Nov-27	05:43:27	00:00:34	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:44:44	00:00:43	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:45:33	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:45:41	00:00:46	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:48:08	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:48:56	00:00:11	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:49:10	00:00:34	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:52:02	00:00:04	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:53:32	00:00:22	Prince Rupert	026 Calvert 83A
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2017-Nov-27	05:57:05	00:00:39	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:58:14	00:00:26	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:59:06	00:00:21	Prince Rupert	026 Calvert 83A
2017-Nov-27	05:59:28	00:00:12	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:00:10	00:00:29	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:03:49	00:00:12	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:04:10	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:04:16	00:00:11	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:04:36	00:00:18	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:04:55	00:00:06	Prince Rupert	026 Calvert 83A
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2017-Nov-27	06:08:32	00:00:31	Prince Rupert	026 Calvert 83A
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2017-Nov-27	06:09:59	00:00:21	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:14:51	00:00:09	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:21:54	00:00:30	Prince Rupert	026 Calvert 83A
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2017-Nov-27	06:30:38	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:30:46	00:00:33	Prince Rupert	028 Calvert 11
2017-Nov-27	06:38:46	00:00:26	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:39:20	00:00:27	Prince Rupert	026 Calvert 83A
2017-Nov-27	06:39:49	00:01:20	Prince Rupert	026 Calvert 83A
2017-Nov-27	07:04:24	00:00:07	Prince Rupert	028 Calvert 11
2017-Nov-27	07:04:32	00:00:27	Prince Rupert	028 Calvert 11
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2017-Nov-27	07:22:12	00:00:18	Prince Rupert	026 Calvert 83A
2017-Nov-27	07:25:36	00:00:31	Prince Rupert	026 Calvert 83A
2017-Nov-27	07:25:47	00:00:08	Prince Rupert	025 Calvert 16
2017-Nov-27	07:26:07	00:00:05	Prince Rupert	025 Calvert 16
2017-Nov-27	07:26:11	00:00:17	Prince Rupert	026 Calvert 83A
2017-Nov-27	07:26:23	00:00:04	Prince Rupert	025 Calvert 16
2017-Nov-27	07:26:32	00:00:08	Prince Rupert	025 Calvert 16
2017-Nov-27	07:27:04	00:00:10	Prince Rupert	025 Calvert 16
2017-Nov-27	07:28:10	00:02:29	Prince Rupert	028 Calvert 11
2017-Nov-27	07:33:14	00:00:57	Prince Rupert	026 Calvert 83A
2017-Nov-27	07:39:22	00:00:15	Prince Rupert	026 Calvert 83A
2017-Nov-27	07:39:49	00:00:08	Prince Rupert	026 Calvert 83A

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2017-Nov-27	07:40:01	00:00:18	Prince Rupert	026 Calvert 83A
2017-Nov-27	07:40:48	00:01:20	Prince Rupert	026 Calvert 83A
2017-Nov-27	07:42:26	00:00:54	Prince Rupert	026 Calvert 83A
2017-Nov-27	08:07:28	00:00:58	Prince Rupert	026 Calvert 83A
2017-Nov-27	08:13:32	00:01:02	Prince Rupert	026 Calvert 83A
2017-Nov-27	08:14:47	00:00:38	Prince Rupert	028 Calvert 11
2017-Nov-27	08:15:27	00:00:40	Prince Rupert	028 Calvert 11
2017-Nov-27	08:16:56	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-27	08:17:08	00:00:34	Prince Rupert	026 Calvert 83A
2017-Nov-27	08:24:24	00:00:30	Prince Rupert	026 Calvert 83A
2017-Nov-27	08:24:55	00:00:16	Prince Rupert	026 Calvert 83A
2017-Nov-27	08:25:36	00:01:05	Prince Rupert	026 Calvert 83A
2017-Nov-27	08:48:46	00:00:22	Prince Rupert	028 Calvert 11
2017-Nov-27	09:17:47	00:01:00	Prince Rupert	026 Calvert 83A
2017-Nov-27	09:44:41	00:00:21	Prince Rupert	026 Calvert 83A
2017-Nov-27	09:59:04	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-27	09:59:14	00:00:23	Prince Rupert	026 Calvert 83A
2017-Nov-27	10:06:57	00:00:06	Prince Rupert	028 Calvert 11
2017-Nov-27	10:07:08	00:00:24	Prince Rupert	028 Calvert 11
2017-Nov-27	10:08:40	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-27	10:08:48	00:00:20	Prince Rupert	026 Calvert 83A
2017-Nov-27	10:09:13	00:00:06	Prince Rupert	026 Calvert 83A
2017-Nov-27	10:09:21	00:00:15	Prince Rupert	026 Calvert 83A
2017-Nov-27	11:01:24	00:00:10	Prince Rupert	026 Calvert 83A
2017-Nov-27	11:01:35	00:00:52	Prince Rupert	026 Calvert 83A
2017-Nov-27	11:18:20	00:00:13	Prince Rupert	025 Calvert 16
2017-Nov-27	11:18:34	00:00:25	Prince Rupert	025 Calvert 16
2017-Nov-27	11:18:59	00:00:42	Prince Rupert	025 Calvert 16
2017-Nov-27	11:19:50	00:00:08	Prince Rupert	025 Calvert 16
2017-Nov-27	11:20:03	00:00:13	Prince Rupert	025 Calvert 16
2017-Nov-27	11:20:35	00:00:06	Prince Rupert	025 Calvert 16
2017-Nov-27	11:20:45	00:00:19	Prince Rupert	025 Calvert 16
2017-Nov-27	11:35:21	00:00:51	Prince Rupert	026 Calvert 83A
2017-Nov-27	11:37:53	00:00:43	Prince Rupert	026 Calvert 83A
2017-Nov-27	11:51:23	00:00:56	Prince Rupert	026 Calvert 83A
2017-Nov-27	11:58:23	00:00:08	Prince Rupert	028 Calvert 11
2017-Nov-27	11:58:38	00:00:09	Prince Rupert	028 Calvert 11
2017-Nov-27	11:59:00	00:00:10	Prince Rupert	028 Calvert 11
2017-Nov-27	11:59:17	00:00:07	Prince Rupert	028 Calvert 11
2017-Nov-27	11:59:26	00:00:15	Prince Rupert	028 Calvert 11
2017-Nov-27	11:59:43	00:00:20	Prince Rupert	028 Calvert 11
2017-Nov-27	11:59:53	00:00:09	Prince Rupert	026 Calvert 83A
2017-Nov-27	12:00:04	00:00:23	Prince Rupert	026 Calvert 83A
2017-Nov-27	12:00:09	00:00:34	Prince Rupert	028 Calvert 11
2017-Nov-27	12:00:37	00:00:25	Prince Rupert	026 Calvert 83A
2017-Nov-27	12:00:44	00:00:31	Prince Rupert	028 Calvert 11
2017-Nov-27	12:03:36	00:00:31	Prince Rupert	026 Calvert 83A
2017-Nov-27	12:04:11	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-27	12:30:22	00:00:10	Prince Rupert	026 Calvert 83A
2017-Nov-27	12:30:33	00:00:51	Prince Rupert	026 Calvert 83A
2017-Nov-27	12:32:02	00:00:34	Prince Rupert	028 Calvert 11
2017-Nov-27	12:58:38	00:00:39	Prince Rupert	026 Calvert 83A
2017-Nov-27	13:27:19	00:00:32	Prince Rupert	026 Calvert 83A
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2017-Nov-27	13:44:18	00:00:14	Prince Rupert	026 Calvert 83A
2017-Nov-27	13:44:41	00:00:07	Prince Rupert	026 Calvert 83A
2017-Nov-27	13:44:49	00:00:53	Prince Rupert	026 Calvert 83A
2017-Nov-27	14:02:52	00:00:51	Prince Rupert	026 Calvert 83A
2017-Nov-27	14:33:16	00:01:02	Prince Rupert	026 Calvert 83A
2017-Nov-27	14:56:14	00:00:10	Prince Rupert	028 Calvert 11
2017-Nov-27	14:56:29	00:00:15	Prince Rupert	028 Calvert 11
2017-Nov-27	15:25:01	00:00:09	Prince Rupert	026 Calvert 83A
2017-Nov-27	15:25:13	00:00:39	Prince Rupert	026 Calvert 83A

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2017-Nov-27	15:40:54	00:00:22	Prince Rupert	026	Calvert 83A
2017-Nov-27	15:41:20	00:00:36	Prince Rupert	026	Calvert 83A
2017-Nov-27	15:49:59	00:00:22	Prince Rupert	028	Calvert 11
2017-Nov-27	15:50:27	00:00:13	Prince Rupert	028	Calvert 11
2017-Nov-27	15:50:46	00:00:05	Prince Rupert	028	Calvert 11
2017-Nov-27	15:53:06	00:00:35	Prince Rupert	026	Calvert 83A
2017-Nov-27	16:35:57	00:00:12	Prince Rupert	026	Calvert 83A
2017-Nov-27	16:36:12	00:00:21	Prince Rupert	026	Calvert 83A
2017-Nov-27	16:52:52	00:00:09	Prince Rupert	026	Calvert 83A
2017-Nov-27	16:53:03	00:03:36	Prince Rupert	026	Calvert 83A
2017-Nov-27	17:04:23	00:00:10	Prince Rupert	028	Calvert 11
2017-Nov-27	17:05:07	00:00:13	Prince Rupert	028	Calvert 11
2017-Nov-27	17:05:07	00:00:13	Prince Rupert	025	Calvert 16
2017-Nov-27	17:05:24	00:00:16	Prince Rupert	028	Calvert 11
2017-Nov-27	17:05:43	00:00:08	Prince Rupert	028	Calvert 11
2017-Nov-27	17:08:20	00:00:07	Prince Rupert	028	Calvert 11
2017-Nov-27	17:08:29	00:00:25	Prince Rupert	028	Calvert 11
2017-Nov-27	17:08:56	00:00:21	Prince Rupert	028	Calvert 11
2017-Nov-27	17:14:34	00:00:54	Prince Rupert	028	Calvert 11
2017-Nov-27	17:16:03	00:00:06	Prince Rupert	028	Calvert 11
2017-Nov-27	17:16:27	00:00:35	Prince Rupert	028	Calvert 11
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2017-Nov-27	18:07:52	00:00:26	Prince Rupert	026	Calvert 83A
2017-Nov-27	18:15:36	00:00:08	Prince Rupert	026	Calvert 83A
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2017-Nov-27	18:38:13	00:00:23	Prince Rupert	026	Calvert 83A
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2017-Nov-27	19:11:05	00:00:24	Prince Rupert	026	Calvert 83A
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2017-Nov-27	20:33:09	00:00:43	Prince Rupert	026	Calvert 83A
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2017-Nov-27	20:37:29	00:02:07	Prince Rupert	026	Calvert 83A
2017-Nov-27	20:59:35	00:00:08	Prince Rupert	028	Calvert 11
2017-Nov-27	20:59:47	00:00:09	Prince Rupert	028	Calvert 11
2017-Nov-27	20:59:59	00:00:20	Prince Rupert	028	Calvert 11
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2017-Nov-27	21:24:57	00:00:11	Prince Rupert	026	Calvert 83A
2017-Nov-27	21:25:10	00:00:20	Prince Rupert	026	Calvert 83A
2017-Nov-27	21:26:23	00:00:45	Prince Rupert	026	Calvert 83A
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2017-Nov-27	21:32:46	00:00:41	Prince Rupert	028	Calvert 11
2017-Nov-27	21:51:05	00:00:07	Prince Rupert	026	Calvert 83A
2017-Nov-27	21:51:13	00:01:44	Prince Rupert	026	Calvert 83A
2017-Nov-27	21:59:17	00:00:25	Prince Rupert	026	Calvert 83A

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2017-Nov-27	22:00:45	00:00:45	Prince Rupert	026	Calvert 83A
2017-Nov-27	22:01:53	00:00:11	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:19:58	00:00:13	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:20:41	00:00:08	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:20:52	00:00:20	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:21:25	00:00:17	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:41:58	00:00:09	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:42:08	00:00:07	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:42:22	00:00:29	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:43:04	00:00:05	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:47:06	00:00:13	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:47:21	00:00:19	Prince Rupert	026	Calvert 83A
2017-Nov-27	23:47:51	00:00:05	Prince Rupert	026	Calvert 83A
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2017-Nov-27	23:51:05	00:00:15	Prince Rupert	026	Calvert 83A
2017-Nov-28	00:19:19	00:00:07	Prince Rupert	026	Calvert 83A
2017-Nov-28	00:19:27	00:00:21	Prince Rupert	026	Calvert 83A
2017-Nov-28	00:19:51	00:00:11	Prince Rupert	026	Calvert 83A
2017-Nov-28	00:38:09	00:00:23	Prince Rupert	028	Calvert 11
2017-Nov-28	00:38:34	00:00:24	Prince Rupert	028	Calvert 11
2017-Nov-28	00:41:31	00:00:54	Prince Rupert	026	Calvert 83A
2017-Nov-28	00:45:24	00:00:11	Prince Rupert	025	Calvert 16
2017-Nov-28	00:45:41	00:00:24	Prince Rupert	026	Calvert 83A
2017-Nov-28	01:02:52	00:00:30	Prince Rupert	026	Calvert 83A
2017-Nov-28	01:13:40	00:00:52	Prince Rupert	026	Calvert 83A
2017-Nov-28	01:35:49	00:00:09	Prince Rupert	025	Calvert 16
2017-Nov-28	01:39:47	00:00:08	Prince Rupert	028	Calvert 11
2017-Nov-28	01:40:27	00:00:07	Prince Rupert	028	Calvert 11
2017-Nov-28	01:40:40	00:00:14	Prince Rupert	028	Calvert 11
2017-Nov-28	01:40:50	00:00:08	Prince Rupert	026	Calvert 83A
2017-Nov-28	01:40:55	00:00:32	Prince Rupert	028	Calvert 11
2017-Nov-28	01:41:04	00:00:24	Prince Rupert	026	Calvert 83A
2017-Nov-28	01:41:32	00:00:19	Prince Rupert	028	Calvert 11
2017-Nov-28	01:42:37	00:00:25	Prince Rupert	028	Calvert 11
2017-Nov-28	01:50:23	00:00:24	Prince Rupert	026	Calvert 83A
2017-Nov-28	01:58:19	00:00:06	Prince Rupert	028	Calvert 11
2017-Nov-28	01:58:30	00:00:21	Prince Rupert	028	Calvert 11
2017-Nov-28	01:58:30	00:00:07	Prince Rupert	026	Calvert 83A
2017-Nov-28	01:58:58	00:00:26	Prince Rupert	028	Calvert 11
2017-Nov-28	01:59:21	00:00:21	Prince Rupert	026	Calvert 83A
2017-Nov-28	02:35:48	00:00:10	Prince Rupert	026	Calvert 83A
2017-Nov-28	02:35:51	00:00:09	Prince Rupert	028	Calvert 11
2017-Nov-28	02:36:11	00:00:07	Prince Rupert	026	Calvert 83A
2017-Nov-28	02:36:19	00:00:33	Prince Rupert	026	Calvert 83A
2017-Nov-28	02:36:53	00:00:50	Prince Rupert	026	Calvert 83A
2017-Nov-28	02:51:25	00:01:04	Prince Rupert	026	Calvert 83A
2017-Nov-28	03:04:55	00:00:10	Prince Rupert	025	Calvert 16
2017-Nov-28	03:05:21	00:00:09	Prince Rupert	025	Calvert 16
2017-Nov-28	03:05:21	00:00:05	Prince Rupert	026	Calvert 83A
2017-Nov-28	03:05:37	00:00:08	Prince Rupert	028	Calvert 11
2017-Nov-28	03:05:56	00:00:44	Prince Rupert	028	Calvert 11
2017-Nov-28	03:06:42	00:00:13	Prince Rupert	028	Calvert 11
2017-Nov-28	03:07:11	00:00:59	Prince Rupert	028	Calvert 11
2017-Nov-28	03:15:18	00:00:39	Prince Rupert	028	Calvert 11
2017-Nov-28	03:22:16	00:00:07	Prince Rupert	028	Calvert 11
2017-Nov-28	03:22:26	00:00:19	Prince Rupert	028	Calvert 11
2017-Nov-28	03:22:56	00:00:14	Prince Rupert	028	Calvert 11
2017-Nov-28	03:23:14	00:00:31	Prince Rupert	028	Calvert 11
2017-Nov-28	03:24:09	00:00:35	Prince Rupert	026	Calvert 83A
2017-Nov-28	03:24:47	00:00:19	Prince Rupert	026	Calvert 83A
2017-Nov-28	03:30:52	00:00:51	Prince Rupert	025	Calvert 16
2017-Nov-28	03:31:55	00:01:06	Prince Rupert	026	Calvert 83A
2017-Nov-28	03:33:55	00:00:42	Prince Rupert	028	Calvert 11

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ATIP 17-01166 Jake Shearer VAJ (audio playlist).txt

2017-Nov-28	03:37:46	00:00:08	Prince Rupert	026 Calvert 83A
2017-Nov-28	03:37:58	00:00:22	Prince Rupert	026 Calvert 83A
2017-Nov-28	03:38:21	00:00:18	Prince Rupert	026 Calvert 83A
2017-Dec-02	18:57:13	00:00:09	Prince Rupert	028 Calvert 11
2017-Dec-02	18:57:23	00:00:07	Prince Rupert	028 Calvert 11
2017-Dec-02	18:57:36	00:00:24	Prince Rupert	028 Calvert 11
2017-Dec-02	18:58:03	00:00:08	Prince Rupert	028 Calvert 11
2017-Dec-02	18:58:32	00:00:10	Prince Rupert	028 Calvert 11
2017-Dec-02	18:58:43	00:00:06	Prince Rupert	028 Calvert 11
2017-Dec-02	19:08:06	00:01:16	Prince Rupert	028 Calvert 11
2017-Dec-03	16:52:38	00:00:17	Prince Rupert	017 Hays 71